



Multi-Modal Corridor Study

Frederick and Montgomery Counties, Maryland

Noise and Vibration Technical Report January 2008



US Department of Transportation
Federal Highway Administration
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Maryland Transit Administration



Noise & Vibration Technical Report Errata - May 2009:

This I-270/US 15 Multi-Modal Corridor Study Technical Report supports the environmental technical analysis conducted of the various roadway and transit alternatives examined in the Alternatives Analysis / Environmental Assessment (AA/EA) document dated May 2009.

This technical report was originally published on the date presented on its cover. Following its publication, changes were made to the alternatives description that affected the text used to describe the alternatives but not to change the transportation components or operations of the alternatives. In addition, the noise analysis was revised for the Schifferstadt and Rose Hill Manor Museum historic resources so that each property was evaluated as 10 equivalent residences (instead of 2 as previously evaluated) to determine the noise abatement effectiveness. The remaining noise and vibration technical analysis results remain as originally published.

I-270/US 15 Project Team

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Section I. Summary

A. INTRODUCTION

This report presents the results of the noise and vibration impact assessment performed for the I-270/US 15 Multi-Modal Corridor Study, located in Frederick and Montgomery Counties in the State of Maryland.

The analysis has been conducted and this document prepared in accordance with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Maryland State Highway Administration (SHA).

This report describes the alternatives under consideration, identifies the effects of highway and transit traffic on noise and vibration, reviews applicable standards and regulations, summarizes existing monitored noise levels and representative existing vibration conditions in the project study area, and evaluates project-related noise and vibration effects.

B. DESCRIPTION OF PROJECT

The I-270/US 15 Corridor is a vital component of the surface transportation system in the Metropolitan Washington region and includes portions of I-270, US 15, and US 40 in Montgomery and Frederick Counties (**Figure 1**).

The project area generally extends from the Shady Grove Metro Station south of I-370 (Montgomery County) to the US 15/Biggs Ford Road intersection north of the City of Frederick (Frederick County), as shown in **Figure 2**. I-270, which begins at the Capital Beltway (I-495) and ends at I-70 in Frederick, provides one of the two interstate highway connections between the nation's capital and points west (the other connection is I-66 in Virginia) and north. As an interstate highway, I-270 is a fully access-controlled facility with a variable number of total lanes ranging from four to twelve. In Maryland, US 15 extends from the Virginia state line at Point of Rocks to the Pennsylvania state line near Emmitsburg (Maryland), and provides a major north-south route located between the interstate corridors of I-81 to the west and I-83/I-95 to the east. US 15 provide an important crossing of the Potomac River as well. Throughout most of its approximately 30-mile length in Maryland, US 15 is a multi-lane highway, with varying degrees of access control.

Figure 1: Metropolitan Washington Region

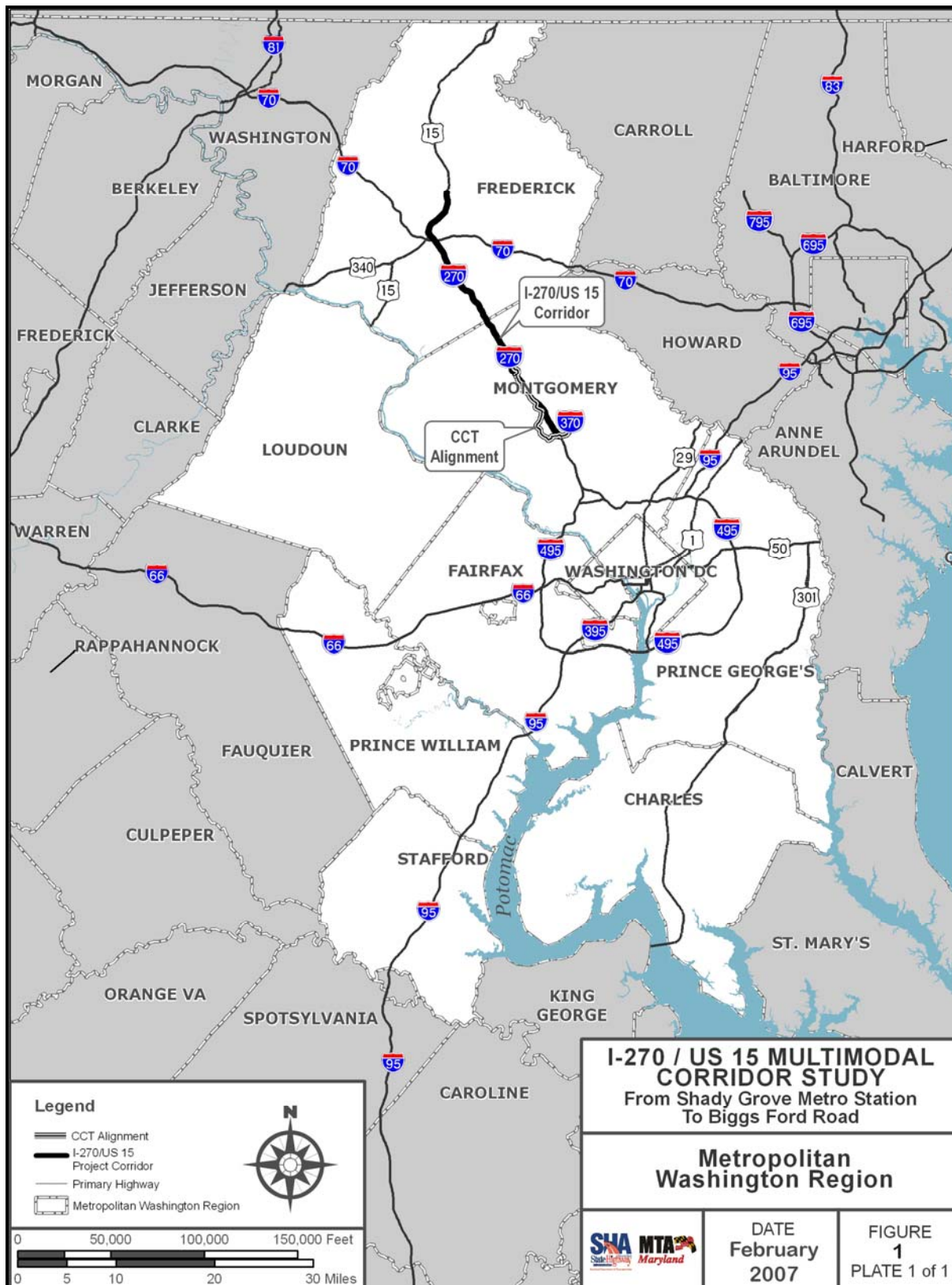
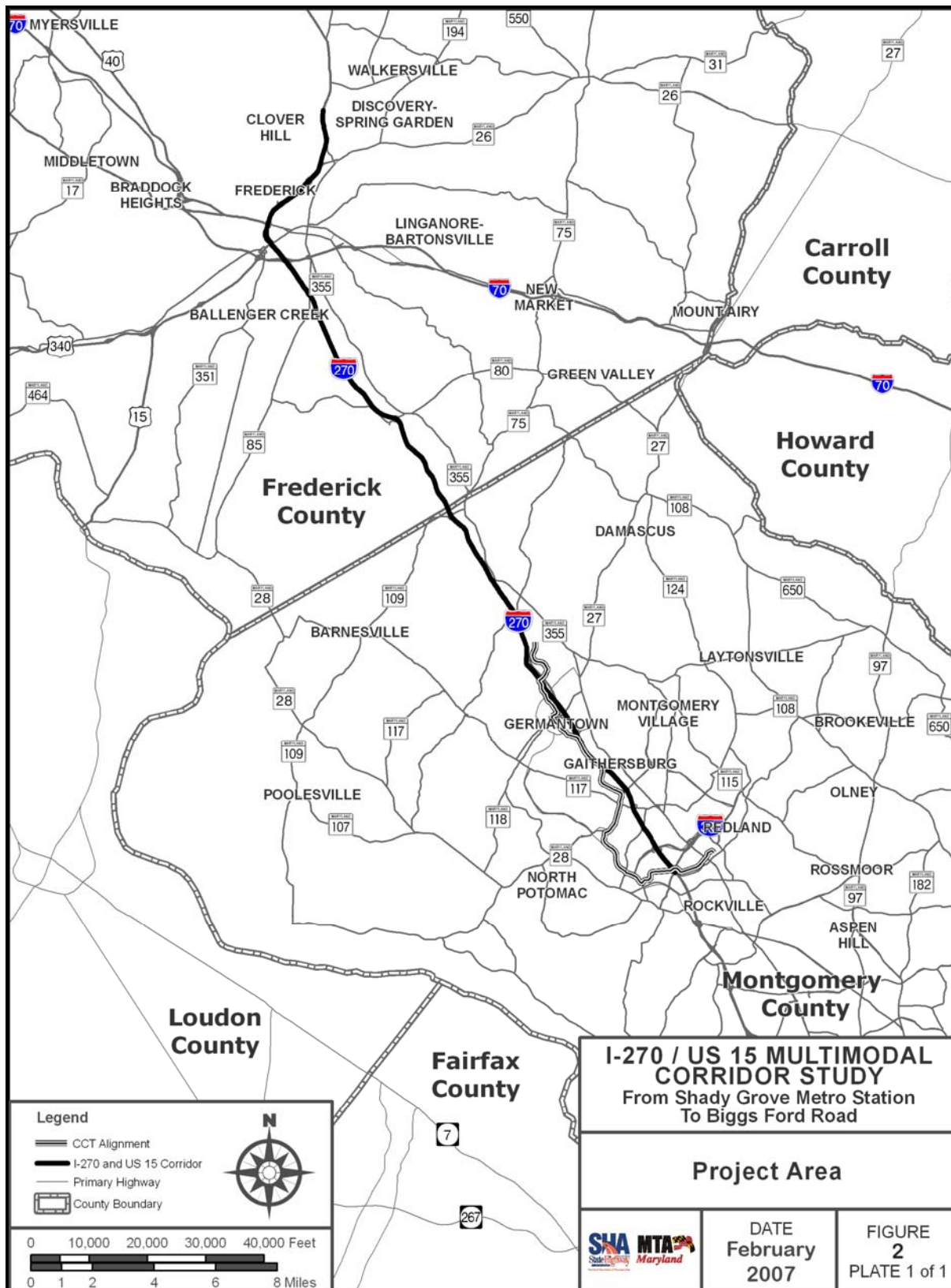


Figure 2: Project Area



C. ALTERNATIVES CONSIDERED

Introduction. The I-270/US 15 Multi-Modal Corridor Study is considering the addition of both highway and transit alternatives.

The project looks at several ways to add capacity to the highway, including the addition of general purpose (GP) lanes or managed lanes – either high-occupancy vehicle (HOV) lanes or express toll lanes (ETLs). Other proposed highway improvements include the addition of collector/distributor (CD) lanes, acceleration/deceleration lanes, auxiliary lanes, new and improved interchanges, and park and ride lots.

The transit alternatives being considered are light rail transit (LRT) or bus rapid transit (BRT) on the Corridor Cities Transitway (CCT), Premium Bus service operating on the highway's managed lanes, and a shared use path for bicyclists and pedestrians.

The various transportation modes and system improvements under consideration in the May 2009 Alternatives Analysis/Environmental Assessment (AA/EA) for the Corridor are defined here as well as the alternatives evaluated in the 2002 Draft Environmental Impact Statement (DEIS). This technical report analyzes the AA/EA Alternatives 6A/B and 7A/B. Descriptions of all DEBE and AA/EA alternatives are provided to assist the reader in understanding the entire proposed project.

Highway Improvement Descriptions. The I-270/US 15 highway alternatives propose various types of improvements. A brief description of the various lane types includes:

- **General Purpose** (GP) lanes are regular traffic lanes designed to accommodate all motor vehicle traffic on interstate and state highways, generally posted at speeds of 55 miles per hour or higher.
- **High-Occupancy Vehicle** (HOV) lanes are dedicated lanes that can only be used by vehicles with two or more occupants or by motorcycles. They may be separated from the GP lanes by striping or by a barrier. HOV lanes are managed lanes that are designed to encourage carpooling. I-270 currently has one HOV lane, designated as HOV-2, in both the northbound and southbound directions. HOV-2 requires at least two persons per vehicle.
- **Express Toll Lanes** (ETLs) are another type of managed lanes designed to alleviate congestion in GP lanes and provide relatively free-flowing traffic. ETLs are limited-access, tolled interstate highway lanes that are usually barrier-separated from GP lanes. Motorists who wish to travel in the less congested ETLs pay a toll that is collected at highway speeds by an *E-ZPass*[™] transponder.
- **Collector/Distributor** (CD) lanes are one-way roads next to the interstate that operate similar to frontage roads. CD lanes provide relatively free-flowing lanes for shorter trips and are used to collect entering and exiting traffic at interchanges. This helps to eliminate weaving traffic in the main lanes of the interstate. CD lanes are barrier-separated from GP lanes and access between the CD and GP lanes is limited. I-270 currently uses a CD lane system designated as the “Local” lanes.

- **Direct Access** ramps provide direct, barrier-separated access to/from managed lanes at a limited number of locations along the highway. The direct access ramps provide continuity of travel and eliminate the necessity of merging managed lane and GP lane traffic at exits and entrances.
- **Acceleration/deceleration** lanes extend the length of entry and exit ramps to provide adequate distance for entering vehicles to reach highway speeds before merging with through traffic or allow exiting vehicles to slow to appropriate ramp speeds.
- **Auxiliary** lanes are acceleration and deceleration lanes connected between consecutive interchange ramps, so that vehicles traveling from one interchange to the next do not have to merge with the through highway lanes. They may eliminate some weaving between interchanges and provide a longer distance for vehicles entering the roadway to reach highway speeds.

Transit Descriptions. The following terms describe important elements of the transit alternatives:

- **Corridor Cities Transitway (CCT)** is a reserved transit corridor that is identified in Montgomery County and Frederick County master plans. The CCT alignment extends from the Shady Grove Metrorail Station in Gaithersburg, Montgomery County, to downtown Frederick in Frederick County. For the I-270/US 15 Multi-Modal Corridor Study, transit is only being considered between Shady Grove and the COMSAT area in Clarksburg, Montgomery County.
- **Light Rail Transit (LRT)** is an electric railway system that can operate single cars or short trains. The LRT system proposed for this project would operate completely on a dedicated right-of-way, or guideway, separated from traffic on local streets.
- **Bus Rapid Transit (BRT)** is a mode of transit that has characteristics common to both conventional bus systems and LRT. BRT for this project would use rubber-tired transit vehicles, most likely articulated buses, along a reserved transit guideway. Vehicles would be similar to LRT vehicles in performance and appearance. However they would be able to leave the transit guideway to access local destinations using the local road network.
- **Premium Bus** service would provide bus service using dedicated (managed) highway lanes and direct access ramps to travel from station to station. Premium bus provides limited stop service and non-stop service between origins and destinations.
- **Corridor Cities Transitway Bike Path**, as denoted in Montgomery County planning documents, is a shared-use, hiker/biker trail that is an integral part of both the I-270/US 15 Multi-Modal Corridor Study and Montgomery County's bikeway network.

TABLE 1: SUMMARY OF ALTERNATIVES BEING CONSIDERED

Alternative	Description
1	No-Build Alternative
2	TSM/TDM Alternative
3A	Master Plan ¹ HOV/LRT Alternative
3B	Master Plan HOV/BRT Alternative
4A	Master Plan ¹ General-Purpose/LRT Alternative
4B	Master Plan ¹ General-Purpose/BRT Alternative
5A	Enhanced ² Master Plan HOV/General-Purpose/LRT Alternative
5B	Enhanced ² Master Plan HOV/General-Purpose/BRT Alternative
5C	Enhanced ² Master Plan HOV/General-Purpose/Premium Bus Alternative

1. Master Plan refers to proposed alignments along I-270 & US 15 included in the current Frederick and Montgomery County approved master plans.
2. Enhanced Master Plan refers to proposed improvements that are greater than called for in the Montgomery County Clarksburg Area Master Plan.

1. Alternative 1: No-Build Alternative

The No-Build Alternative (Alternative 1) serves as a basis for comparing all other alternatives. The No-Build Alternative does not provide any major changes to the existing transportation network. The No-Build Alternative includes minor repairs, maintenance, and safety improvements, as well as programmed improvements identified in the State's fiscally-constrained long range transportation plan, with the exception of the proposed improvements in this study. The existing I-270 roadway is a fully access-controlled highway that provides a combination of CD, GP and HOV lanes in the northbound direction and between two and four GP lanes in the southbound direction. US 15 is a fully access-controlled highway through the City of Frederick and has limited access north of Frederick. US 15 has two GP lanes in each direction.

2. Alternative 2: TSM/TDM Alternative

The TSM/TDM Alternative (Alternative 2) includes a number of relatively low-cost measures that are meant to improve the overall operation of the existing transportation system without major capacity improvements. TSM measures include increased local bus service, enhanced feeder bus service to existing fixed guideway transit, the addition of intelligent transportation systems to improve traffic flow and incident management on I-270, and interactive transit information made available at major employment centers. TDM measures include adding park and ride lots, rideshare programs, vanpool, pedestrian and bicycle programs, and telecommuting and flexible work hours programs. The TSM/TDM alternative also includes programmed improvements. The elements of the TSM/TDM alternative are also included as a component of each of the build alternatives.

3. Alternative 3A and 3B

Alternatives 3A and 3B, as retained in the 2002 DEIS, would add GP lanes, HOV lanes, auxiliary lanes, and direct access ramps along I-270 and GP lanes and auxiliary lanes along US 15. Alternative 3A would provide LRT on the CCT from the Shady Grove Metrorail station to the COMSAT area in Montgomery County, while Alternative 3B would provide BRT service on the CCT between the same destinations. Alternative's 3A/B can be reviewed in detail in the 2002 DEIS in Volume 2, Chapter XI.

The highway improvements would include the following:

- Between I-370 and Father Hurley Boulevard, I-270 would have three GP lanes and one HOV lane in each direction, barrier-separated from CD and auxiliary lanes as necessitated by projected traffic volumes. GP lanes would be separated from HOV lanes by striping.
- Between Father Hurley Boulevard and MD 121, I-270 would have four GP lanes and one HOV lane in each direction, with GP lanes separated from HOV lanes by striping.
- From MD 121 to MD 85, I-270 would have two GP lanes and one HOV lane in each direction, with GP lanes separated from HOV lanes by striping.
- From MD 85 to I-70, I-270 would have two GP lanes and one HOV lane in each direction, with GP lanes separated from HOV lanes by striping. An auxiliary lane would be provided in the southbound direction, while a barrier-separated, three-lane ramp to I-70 would be provided in the northbound direction.
- Between I-70 and Biggs Ford Road, US 15 would have three GP lanes in each direction. An auxiliary lane would extend in both directions between Jefferson Street and MD 26.

Ramps providing direct access to the HOV lanes would be provided at the proposed Newcut Road and Watkins Mill Road interchanges to facilitate movements by buses and autos to transit stations at COMSAT and Metropolitan Grove.

New interchanges are proposed at I-270/Newcut Road, I-270/MD 75 Extended, US 15/ Trading Lane (now Monocacy Boulevard/Christopher's Crossing), and at US 15/Biggs Ford Road. Existing interchanges will be modified to accommodate all traffic movements and the improved highway section. Three park and ride lots are included in Alternatives 3A/B, located at US 15/MD 26, US 15/Monocacy Boulevard, and US 15/Biggs Ford Road.

The transit component of Alternatives 3A and 3B would provide either light rail or bus rapid transit on the CCT. Thirteen new station locations were initially identified for construction to service employment and mixed-use centers, with a proposed combined parking capacity of 4,500 to 5,150 spaces. Four additional future station locations were identified. Station locations include:

- Shady Grove Metrorail (existing station with over 5,800 parking spaces),
- East Gaither
- West Gaither

- Washingtonian
- Crown Farm (future station)
- DANAC
- Decoverly
- School Drive (*dropped from consideration in 2007 due to property development*)
- Quince Orchard Park/Sioux Lane
- NIST
- First Field (future station)
- Metropolitan Grove
- Middlebrook (future station)
- Germantown Center
- Cloverleaf
- Manekin (future station)
- Dorsey Mill
- COMSAT

An Operations and Maintenance (O&M) facility for servicing light rail or bus rapid transit vehicles would be located in one of three identified areas: Shady Grove, Metropolitan Grove, or COMSAT. A shared use hiker/biker trail would also be constructed adjacent to the CCT.

4. Alternative 4A and 4B

Alternatives 4A and 4B would add GP lanes, HOV lanes, auxiliary lanes, and direct access ramps along I-270 and GP lanes and auxiliary lanes along US 15. Alternative 4A would provide LRT on the CCT from Shady Grove to COMSAT, while Alternative 4B would provide BRT service on the CCT. Alternative's 4A/B can be reviewed in detail in the 2002 DEIS in Volume 2, Chapter XI.

The highway component of Alternatives 4A/B would be the same for I-270 and US 15 as it is in Alternatives 3A/B, except for the section between MD 121 and MD 85. From MD 121 to MD 85, Alternatives 4A/B would have three GP lanes in each direction instead of two.

The transit component for Alternatives 4A/B is identical to the transit component for Alternatives 3A/B.

5. Alternatives 5A, 5B and 5C

Alternatives 5A, 5B, and 5C would add GP lanes, HOV lanes, auxiliary lanes, and direct access ramps along I-270 and GP lanes and auxiliary lanes along US 15. The highway component would be the same as Alternatives 3A/B, except for the section between MD 121 and I-70.

- Between MD 121 and MD 85, Alternative 5 would have three GP lanes and one HOV lane in each direction, with GP lanes separated from HOV lanes by striping. The HOV lanes would terminate at the proposed direct access ramps to/from MD 85.

- Between MD 85 and I-70, I-270 would have four GP lanes in each direction. An auxiliary lane would be provided in the southbound direction, while a barrier-separated, three-lane ramp to I-70 would be provided in the northbound direction.

Direct access ramps to HOV lanes would be provided at the proposed Watkins Mill Road (a separate SHA planning effort) and Newcut Road interchanges, as well as at the I-370, MD 118 and MD 85 interchanges.

Alternative 5A would provide LRT on the CCT from Shady Grove to COMSAT, while Alternative 5B would provide BRT service on the CCT. Alternative 5C would replace the CCT with Premium Bus service operating on the highway HOV lanes. Alternative's 5A/B/ can be reviewed in detail in the 2002 DEIS in Volume 2, Chapter XI.

D. NEW ALTERNATIVES EVALUATED IN THIS AA/EA

The *Noise and Vibration Technical Report* has been prepared to analyze the Alternatives Analysis/Environmental Assessment (AA/EA) Alternatives 6A/B and 7A/B. An Alternatives Analysis is used by the Federal Transit Administration (FTA) to evaluate the costs and benefits of a range of transportation alternatives to make an informed selection of a preferred transit mode and alignment. The Environmental Assessment is used to evaluate the environmental impacts of the proposed highway and transit improvements of the alternatives and to make an informed selection of a Locally Preferred Alternative. The alternatives being evaluated by the AA and EA are shown in **Table 2**. Seven alternatives are listed, and six of these meet the FTA guidelines for an AA. Two alternatives, Alternative 6.1: No-Build Transit and Alternative 6.2: Transit TSM, are included solely for the assessment of transit performance and are not evaluated for resource impacts. Four alternatives, Alternatives 6A, 6B, 7A and 7B, are being evaluated for resource impacts in this document. Alternatives 6A/B and 7A/B include ETLs instead of HOV lanes as the managed lane component, plus the LRT or BRT transit mode on the CCT as the transit component. Alternative 1: No-Build is carried forward from the 2002 DEIS and is updated to reflect the latest demographic forecasts from the Metropolitan Washington Council of Governments (MWCOC) and the latest planned transportation improvements in the MWCOC Constrained Long Range Plan (CLRP).

TABLE 2: ALTERNATIVES CONSIDERED IN THE AA OR EA

Alternative	Description	Alternative for AA or EA Analysis?
1: No-Build	No-Build Alternative carried from 2002 DEIS; includes latest Metropolitan Planning Organization (MPO) demographic forecasts	EA
6A	Master Plan ¹ ETL / LRT Alternative	AA & EA
6B	Master Plan ¹ ETL / BRT Alternative	AA & EA
7A	Enhanced ² Master Plan ETL / LRT Alternative	AA & EA
7B	Enhanced ² Master Plan ETL / BRT Alternative	AA & EA
6.1: No-Build Transit	Master Plan ¹ ETL Alternative 6; no transit improvements beyond CLRP (with CCT removed)	AA
6.2: Transit TSM	Master Plan ¹ ETL Alternative 6; with Transit TSM (enhanced bus service)	AA

1 Master Plan refers to alignments along I-270 & US 15 included in current Frederick and Montgomery County approved

master plans.

- 2 Enhanced Master Plan refers to proposed improvements that are greater than called for in the Montgomery County Clarksburg Area Master Plan.

1. Alternative 6A and 6B

The highway component of Alternatives 6A and 6B would add GP lanes, ETLs, auxiliary lanes, and direct access ramps along I-270 and GP lanes and auxiliary lanes along US 15. ETLs would terminate north of MD 80 at the direct access ramps south of the Monocacy National Battlefield in Frederick County. Alternative 6A would provide LRT on the CCT from Shady Grove to COMSAT, while Alternative 6B would provide BRT service on the CCT. Alternatives 6A/B are shown on **Figures 3 and 4**.

Between I-370 and north of MD 80, Alternatives 6A and 6B would provide up to two ETLs in each direction in the median lanes, barrier-separated from highway GP lanes and served by direct access ramps at designated interchanges and open access areas. The highway component would provide:

- Four GP lanes and two ETLs each direction between Shady Grove Road and MD 124
- Three GP lanes and two ETLs in each direction between MD 124 and proposed Newcut Road
- Three GP lanes and one ETL in each direction between proposed Newcut Road and MD 121
- Two GP lanes and one ETL in each direction between MD 121 and north of MD 80, where the ETLs will terminate in the vicinity of Park Mills Road
- Three GP lanes in each direction from north of MD 80 to Biggs Ford Road

Auxiliary lanes would provide additional travel lanes between interchanges as needed to provide capacity. The typical sections are also shown on **Figures 3 and 4**.

Direct access ramps for ETLs only would be provided south of I-370 and north of MD 80 at the ETL termini; at the interchanges of I-270 with I-370, MD 118, and proposed Newcut Road; from proposed Metropolitan Grove Road Extended; and via open access ramps between MD 121 and MD 109 and between MD 75 and MD 80.

New interchanges are proposed at I-270/Newcut Road, I-270/MD 75 Extended, and at US 15/Biggs Ford Road. Existing interchanges will be modified to accommodate all traffic movements and the improved highway section. Two interchanges, at I-270/Watkins Mill Road and at US 15/Monocacy Boulevard/Christopher's Crossing, are being developed by SHA as separate planning projects that should accommodate future changes in the I-270/US 15 roadway. One park and ride lot at US 15 and Biggs Ford Road is included in Alternatives 6A and 6B.

The transit component of Alternatives 6A and 6B would provide either light rail or bus rapid transit on the CCT. Twelve new station locations were identified for initial construction to service employment and mixed-use centers, with a proposed combined parking capacity of 4,700 spaces. Four additional future station locations were identified. Station locations include:

Figure 3: Alternatives 6A/B, 7A/B – Frederick County

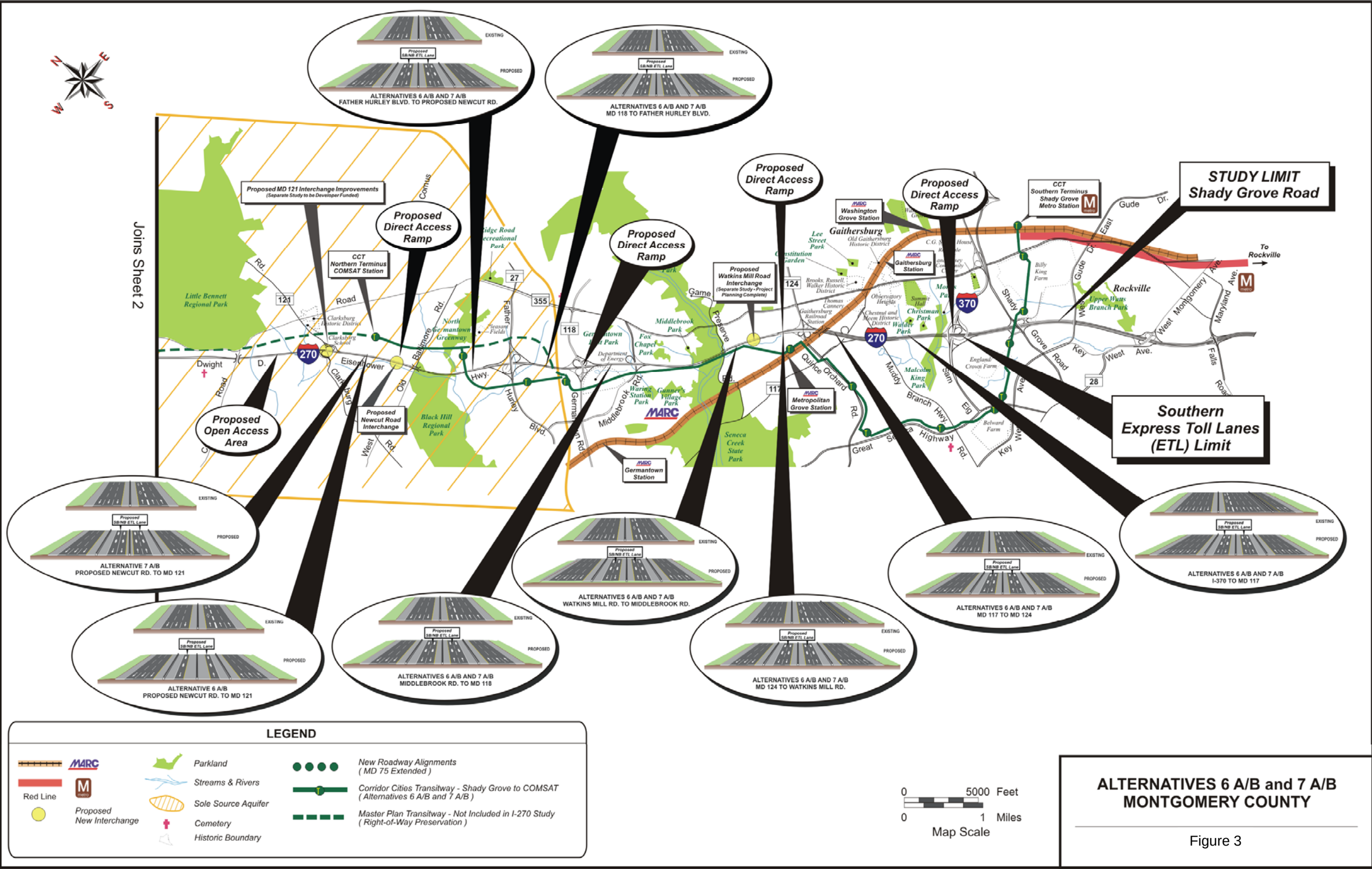
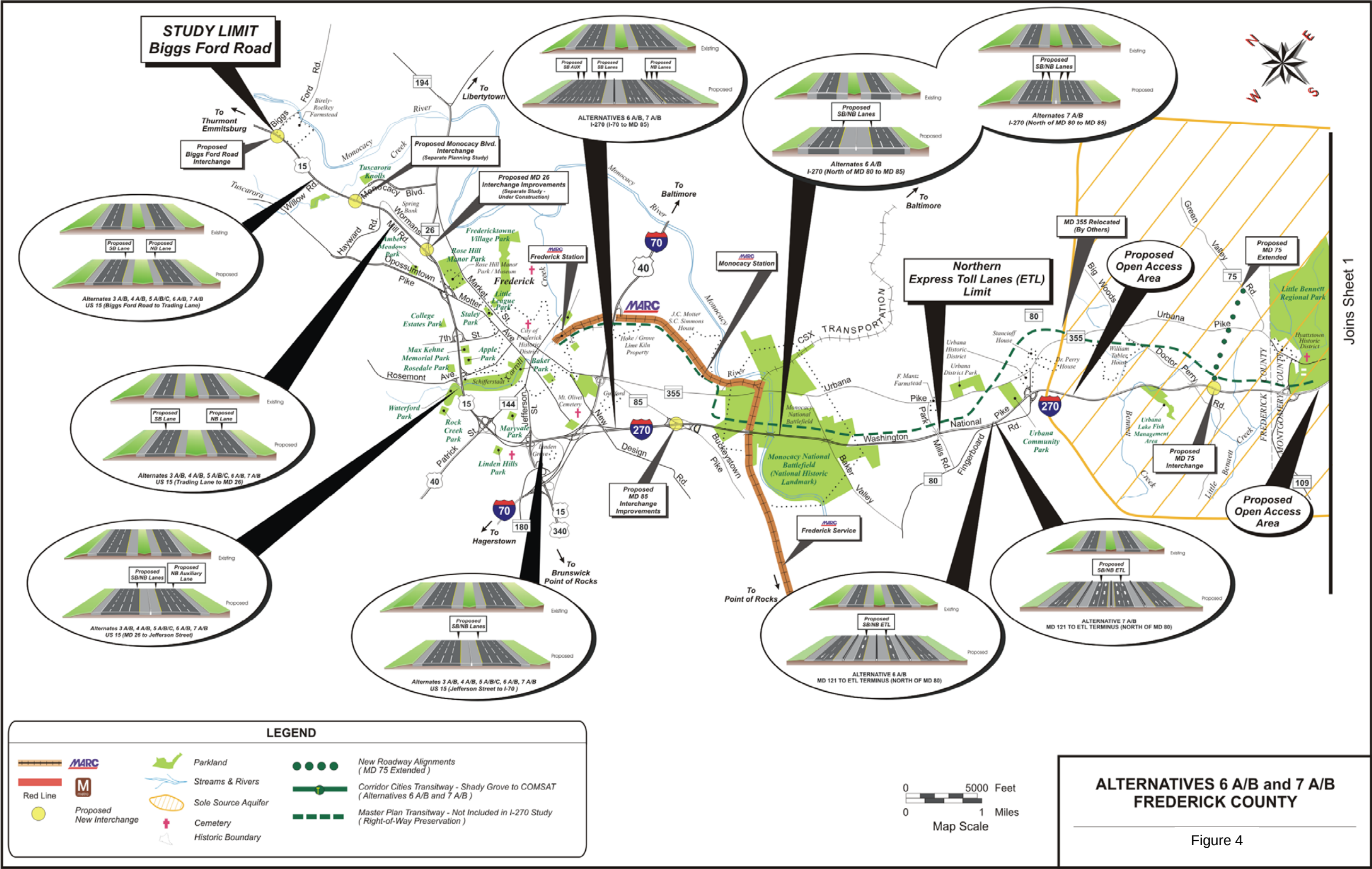


Figure 4: Alternatives 6 A/B and 7 A/B – Montgomery County



ALTERNATIVES 6 A/B and 7 A/B
FREDERICK COUNTY

Figure 4

- Shady Grove Metrorail (existing station with over 5,800 parking spaces)
- East Gaither
- West Gaither
- Washingtonian
- Crown Farm (future station)
- DANAC
- Decoverly
- Quince Orchard
- NIST
- First Field (future station)
- Metropolitan Grove
- Middlebrook (future station)
- Germantown Center
- Cloverleaf
- Manekin
- Dorsey Mill
- COMSAT

In addition to transit service on the CCT, transit measures include the following:

- New feeder bus routes to serve the CCT stations
- New premium bus routes from Frederick County serving major activity centers
- Park and ride facilities at key CCT stations
- Interactive transit information at major employment centers in the Corridor and at CCT stations

In addition to BRT or LRT service, Alternatives 6A and 6B will include premium bus service between Frederick County and corridor park ride lots, major activity centers, and transit stations operating on the managed lanes of I-270. These include the FREDSG, FREDMGSG and KPTNMGSG routes that also appear in Alternative 6.2: Transit TSM.

An Operations and Maintenance (O&M) facility for servicing light rail or bus vehicles would be located in one of three identified areas: Shady Grove, Metropolitan Grove, or COMSAT. A shared use hiker/biker trail would also be constructed adjacent to the CCT.

2. Alternative 7A and 7B

Alternatives 7A and 7B would add GP lanes, ETLs, auxiliary lanes, and direct access ramps along I-270 and GP lanes and auxiliary lanes along US 15. ETLs would terminate north of MD 80 at the direct access ramps south of the Monocacy National Battlefield in Frederick County. Alternative 7A would provide LRT on the CCT from Shady Grove to COMSAT, while Alternative 7B would provide BRT service on the CCT. Alternatives 7A/B are shown on **Figures 3 and 4**.

The highway typical section for Alternatives 7A/B is identical to the section for Alternatives 6A/B except between MD 121 and north of MD 80. In this section, Alternatives 7A/B would have two ETLs per direction, with a four-foot inside offset to the median barrier.

The transit component of Alternatives 7A and 7B is identical to the transit component of Alternatives 6A and 6B. Refer to **Figure II-4 (Sheets 1 and 2) and Figures II-5 and II-6 from the AA/EA**, showing the proposed highway alternatives and the CCT.

3. Alternative 6.1: No Build Transit

The highway component of the No-Build Transit Alternative is identical to the highway improvements in Alternative 6A/B. The highway build is included as part of the No-Build Transit Alternative to facilitate the analysis of the transit alternatives. By using an identical highway network baseline in the travel demand modeling of the No-Build Transit, Transit TSM, and transit build alternatives, the analysis is able to isolate the benefits attributable solely to the transit components, without having to compensate for changes in the underlying traffic patterns.

The transit component of Alternative 6.1: No-Build Transit consists of the existing transit services in the corridor plus any improvements programmed in the fiscally constrained long-range transportation plan for the metropolitan Washington region. **Table 3** summarizes the routes, termini, and frequency of transit services in Montgomery and Frederick Counties for the No-Build Transit Alternative.

4. Alternative 6.2: Transit TSM

The Transit TSM Alternative serves as the baseline for analyzing transportation performance among the transit alternatives, as required by the FTA. The Transit TSM Alternative represents the best transit service that can be achieved for the purposes of meeting the project Purpose and Need without investing in major capital improvements, such as the construction of an LRT or BRT fixed guideway. The Transit TSM Alternative is designed to provide comparable quality and levels of transit service at lower cost than Alternatives 6A/B, without major investment in a transit fixed guideway and using the same assumptions for the highway network as Alternatives 6A/B. Alternative 6.2 includes the operation of high quality transit service to a comparable level as the CCT, but without the construction of the exclusive transitway.

The highway component of Alternative 6.2 is identical to the highway improvements in Alternative 6A/B. The highway build is included in Alternative 6.2 to isolate the transit improvements and determine the benefits attributable solely to the transit components.

The transit TSM measures in this alternative include the following:

- New Premium Bus service operating on local roads and serving stops comparable to CCT transit stations
- New stations and park and ride facilities in the same locations as proposed for Alternatives 6A and 6B
- Premium bus service from Frederick County to major activity centers using managed lanes with direct access ramps to park and ride lots, major activity centers and transit stations.
- Enhanced feeder bus service to Metrorail and MARC stations
- Interactive transit information at major employment centers in the Corridor.

TABLE 3: 2030 NO-BUILD TRANSIT SERVICE

Route	Current Terminals		2006 Headways		Notes	Proposed 2030 No-Build Headways	
	Start	End	Peak	Off-Peak		Peak	Off-Peak
43	Travillah Transit Center	Shady Grove	15	20		15	20
54	Lake Forest	Rockville	20	30		15	30
55	Germantown Transit Ctr	Rockville	15	30		10	20
56	Lake Forest	Rockville	20	30		15	30
61	Germantown Transit Ctr	Shady Grove	30	30		15	30
63	Shady Grove	Rockville	30	30		20	30
66	Travillah Transit Center	Shady Grove	30	-	off-peak dir only	20	30
67	Travillah Transit Center	Shady Grove	30	-	peak direction only	20	30
70	Milestone	Bethesda Medical Ctr	15	-	not all stops	15	
71	Kingview P&R	Shady Grove	30	-	peak direction only	20	
74	Germantown Transit Ctr	Shady Grove	30	30		20	30
75	Urbana	Germantown Transit Ctr	30	30	not all stops in off-peak	20	30
76	Poolesville	Shady Grove	30	-	not all stops in off-peak	20	30
78	Kingview P&R	Shady Grove	30	-	peak direction only	20	-
79	Milestone	Shady Grove	30	-	peak direction only	20	-
82	Clarksburg	Germantown Transit Center/DOE	30	-	peak direction only	20	-
83	Milestone	Germantown Transit Ctr	15	30	MARC station in peak	15	30
90	Milestone	Shady Grove	30	30	different routings throughout day	20	30
97	Germantown Transit Ctr	Germantown MARC	15	30	loop	15	30
98	Germantown Transit Ctr	Seabreeze Court	15	30	loop	15	30
100	Germantown Transit Ctr	Shady Grove	5	15	express via I-270	5	15

124	Rt 124 P&R (Rt 117 P&R)	Shady Grove	30	-	express via I-270	20	-
MTA 991	Hagerstown	Shady Grove/Rock Spring Park	15	-		15	-

TABLE 3: 2030 NO-BUILD TRANSIT SERVICE (CONTINUED)

Route	Current Terminals		2006 Headways		Notes	Proposed 2030 No-Build Headways	
	Start	End	Peak	Off-Peak		Peak	Off-Peak
FT10	Frederick Towne Mall	Francis Scott Key Mall	30	40		30	40
FT20	Francis Scott Key Mall	Frederick Transit Center	30	60		30	60
FT30	Frederick Towne Mall	Frederick Transit Center	30	60	loop	30	60
FT40	Frederick Towne Mall	Frederick Transit Center	30	60		30	60
FT50	Frederick Towne Mall	Frederick Transit Center	30	60	loop	30	60
FT60	Frederick Comm Coll	Frederick Transit Center	30	60	loop	30	60
FT70	College Park Plaza	Frederick Transit Center	60	60	loop	60	60
FT80	Frederick Comm Coll	Frederick Towne Mall	30	60		30	60
FT-EC Shuttle	Spring Ridge Apts	Department of Aging			4 round trips/day		
FT-BJ Shuttle	Frederick Transit Center	Brunswick MARC Sta	180	-	4 round trips/day	180	-
FT-ET Shuttle	Emmitsburg	Frederick Transit Center	120	-	2 round trips/day	120	-
FT-85 Shuttle	Bowmans Industrial Pk	Frederick Transit Center			2 round trips/day		
FT-POR Shuttle	Frederick Shopping Ctr	Point of Rocks MARC Station	40		peak direction only	40	
FT-Fd/ MARC Shuttle	Frederick Towne Mall	Frederick Transit Center	60	-	peak direction only	60	-
FT-Walk/ MARC Shuttle	Walkersville	Frederick Transit Center	60	-	peak direction only	60	-
FT-Walk Shuttle	Walkersville	Frederick Transit Center	60	120		60	120

The primary improvement in Alternative 6.2 is the construction of new station facilities that are connected via a new limited stop bus route between the Shady Grove Metrorail station and COMSAT. This bus route would operate on existing streets at a peak headway of six minutes (busiest travel times) and a non-peak headway of 10 minutes. Headway is the interval of time between buses.

Table 4 describes the new bus routes, where they start and end, and their frequency of service for the Transit TSM Alternative. In addition to the new limited stop bus route providing service to the proposed stations, new service is also proposed from Frederick County to the Shady Grove Metrorail station and to the CCT area in Gaithersburg.

TABLE 4: 2030 ALTERNATIVE 6.2 ADDITIONS TO NO-BUILD TRANSIT SERVICE

Route	Terminals		Proposed 2030 TSM Headways	
	Start	End	Peak	Off-Peak
FREDSG	Frederick Transit Center	Shady Grove	15	-
FREDMGSG	Frederick Transit Center	Shady Grove	20	30
KPTNMGSG	Kempton	Shady Grove	30	-
COM-MGSG	COMSAT	Shady Grove	6	10

5. Proposed Transit Component

The CCT is a proposed transit alignment within the I-270 Corridor that is generally recognized and reserved in the Montgomery County Master Plans. It is approximately 13.5 miles in length and generally runs northwest beginning at the existing Shady Grove Metro Station and ending at the COMSAT facility, south of Clarksburg.

The CCT alignment begins at the Shady Grove Metro Station on the west side near the existing Park and Ride facility. It proceeds west, crossing MD 355 onto the median of King Farm Boulevard. The MD 355 crossing could be at-grade, above-grade, or below grade. King Farm Boulevard was designed to accommodate the transitway in the median and was completed prior to the construction of adjacent residential units.

After crossing Piccard Drive at the end of King Farm Boulevard, the CCT turns to the northwest and begins an above-grade crossing over Shady Grove Road and I-270. Two alignments are considered: crossing directly from the southeast to the northwest, or crossing from the southeast, crossing Shady Grove Road to the north then crossing I-270 to the west.

At the west end of the bridge, the CCT is proposed to follow a new alignment along Fields Road near the England and Crown Farm historic property and along Decoverly Drive through the historic property to integrate with the proposed Crown Farm development at this location. The development is receiving final approvals and construction is likely to begin in 2007. The transitway would be located in the median or along the south side of Fields Road or Decoverly Drive to avoid the remaining historic structures. Continuing west on Decoverly Drive, the transitway crosses MD 119 above-grade, then turns to the north and continues along the west side of MD 119.

At Muddy Branch Road, the transitway crosses MD 119 diagonally to the east side, either at-grade or above-grade. Continuing along MD 119 on the east side, the transitway approaches Quince Orchard Park and turns slightly northeast toward MD 124. After crossing Orchard Ridge Drive, the alignment turns east, south of MD 124, and aligns along the right curb line, passing the National Institute of Standards and Technology (NIST). At the MD 124/MD 117 intersection, the transitway crosses the intersection diagonally, either at-grade or above-grade, to the west side of MD 124. After crossing First-field Road, the alignment crosses under the CSX tracks, then turns west to continue parallel to the CSX tracks to the Metropolitan Grove MARC Station.

From the Metropolitan Grove MARC Station, the CCT continues under Watkins Mill Road to align immediately adjacent to I-270 southbound as it passes through Seneca Creek State Park. After crossing over Middlebrook Road, the transitway continues in a northwesterly direction between the US Department of Energy and Gunners Lake Village to the west, crosses under MD 118, through the Germantown Transit Center, and then turns to continue northerly in the median of reconstructed Century Boulevard. The transitway alignment continues north in this roadway median and its proposed extension under Father Hurley Boulevard. At the intersection of the proposed Dorsey Mill Road extension, the transitway crosses over I-270 in the median of Dorsey Mill Road extended to Observation Drive. Turning north into the median of Observation Drive, the CCT continues north in the Observation Drive median and its proposed extension past West Old Baltimore Road to its terminus at COMSAT.

There are no differences in alignment for mode choice (LRT or BRT). Feeder bus service would operate in the communities and, in the case of BRT, could proceed onto the transitway. Express bus service would also operate along the proposed I-270 express toll lanes.

This reserved master plan alignment serves those areas identified and approved by Montgomery County and results in a number of sharp turns along the alignment, as described above. The sharp turns are required to reduce right-of-way impacts and displacements; accommodate existing and proposed/approved developments; prevent interference with intersection traffic flow and maintain continuous traffic movements; and provide for a safe, pedestrian-friendly environment.

Table 5 provides detail for each of the proposed transit stations along the CCT. As indicated in the table, all proposed stations, except First-field Station, are to be at-grade regardless of the mode selected. Based on the vertical geometrics of the CCT alignment, an at-grade station would preclude LRT because of grade restrictions, however, BRT could be accommodated (Option 1). An above-grade/elevated station can accommodate either BRT or LRT technology (Option 2).

TABLE 5: PRELIMINARY TRANSITWAY STATIONS

Station Name ¹ (Approximate Mileage Along CCT Alignment)	Timeframe ²	Access	Proposed Master Plan Spaces ³
Shady Grove (0.0)	2030 Included in Model	Park and Ride/Bus	2,140-space structure added in 2003; total spaces 5,865 ⁴ (Metro parking)

East Gaither (King Farm) (0.6±)	2030 Included in Model	Initially walk only; Master Plan ³ Park and Ride/Bus	100 spaces; 4 bus berths
West Gaither (King Farm) (1.2±)	2030 Included in Model	Initially walk only; Master Plan ³ Park and Ride/Bus	100 spaces; 4 bus berths
Washingtonian (2.3±)	2030 Included in Model	Park and Ride/Bus	250 spaces; curbside bus
DANAC (3.0±)	2030 Included in Model	Walk Only	0 spaces
Decoverly (3.3±)	2030 Included in Model	Park and Ride/Bus	250 spaces; 4 – 6 bus berths
Quince Orchard (5.1±)	2030 Included in Model	Park and Ride/Bus	500 spaces (structured); 4 - 6 bus berths
NIST (6.0±)	2030 Included in Model	Walk Only/Bus	0 spaces Bus turnouts
First-field (6.7±) Option 1: At grade - BRT only Option 2: Elevated - LRT/BRT	Master Plan (beyond 2030)	Walk Only	0 spaces
Metropolitan Grove (7.3±)	2030 Included in Model	Park and Ride/Bus	<u>Study 1</u> 700 spaces; 5 bus berths <u>Study 2</u> 1,000 spaces (north side); 350 spaces (south side); 8 bus berths; 30 kiss 'n ride
Middlebrook (9.6±)	Master Plan (beyond 2030)	Park and Ride/Bus	50 spaces; 2 bus berths; 8 kiss 'n ride
Germantown Center (10.5±)	2030 Included in Model	Park and Ride/Bus	600 spaces; 9 bus berths; 20 kiss 'n ride
Cloverleaf (11.1±)	2030 Included in Model	Walk Access/Bus	50 spaces; 2 bus berths; 10 kiss 'n ride
Manekin (11.9±)	Master Plan (beyond 2030)	Park and Ride/Bus	500 spaces; 2 bus berths; 10 kiss 'n ride
Dorsey Mill (12.3±)	2030 Included in Model	Park and Ride/Bus	500 spaces; 4 bus berths; 10 kiss 'n ride
COMSAT (13.7±)	2030 Included in Model	Park and Ride/Bus	1,000 spaces; 4 bus berths; 30 kiss 'n ride

Notes:

1. All stations are at-grade unless otherwise noted.
2. COG/TPB Travel Forecasting Model, Version 2.1D #50 (MWCOG 2004)
3. Refers to CCT Study 1 for the Southern Segment from Shady Grove to Metropolitan Grove (1993) and the Final Report: Shady Grove-Clarksburg Transitway Study 2 (Montgomery County Office of Project Development, Department of Public Works and Transportation, 1997). Preliminary park and ride facilities are subject to change; to be integrated with future land use.
4. Existing facility; no new spaces planned.

a. Alternative 6A: Light Rail Transit on the CCT

Alternative 6A includes a double-tracked LRT system along the CCT. Track centers would be spaced approximately 14 feet apart and the overall width of the typical section would generally range between 50 and 75 feet. This right-of-way would also include the overhead catenary system used to power the light rail vehicles. The placement of the catenary poles could be between the two tracks or to the outside of each track. For study purposes, MTA light rail

vehicle design specifications, such as those used for Baltimore Central Light Rail Line, were used. Service on the LRT facility would be augmented by express bus service to the Shady Grove Metro Station using the I-270 express toll lanes.

A maintenance and storage facility would be required along the CCT corridor for the LRT vehicles. The evaluation of potential locations is discussed in the next section.

A number of bikeway and equestrian trails exist or are planned in the I-270/US 15 Corridor. Bikeways and trail resources provide a travel alternative to the automobile and complement the recreational aspects of park resources. Montgomery County's *County Bikeways Functional Master Plan* (March 2005) contains recommendations for future bikeway routes. The *Gaithersburg Vicinity Master Plan* indicates that continued use and enjoyment of the equestrian trails is being threatened by development, and recommends that an attempt be made to accommodate these trails as development occurs. The *City of Frederick Comprehensive Plan* indicates that the City will prepare a Bikeway Plan to address short and long-range needs and implementation issues.

Bicycle and pedestrian access, as called for in the county's master plans will be provided along the transitway alignment, which will increase the transportation options available in the area.

b. Alternative 6B: Bus Rapid Transit on the CCT

Alternative 6B includes BRT along the CCT. BRT uses buses to emulate the speed, reliability, and image of light rail. Bus service will operate in two general formats: (1) line haul along the CCT; and, (2) feeder buses which circulate through neighborhoods before using the bus-way. The buses themselves can be more modern in appearance, offering a more "rail-like" image. To enhance boarding and alighting, the buses can be low floor, with multiple doors. Fare collection can be barrier free and "pre-paid," similar to light rail operations. The CCT would be a paved roadway used exclusively by buses. The roadway would be constructed with one 12-foot lane in each direction. The overall width of the typical section would range from 45 to 70 feet. Service on the BRT facility would be augmented by express bus service to the Shady Grove Metro Station using the I-270 express toll lanes.

A maintenance and storage facility would be required along the CCT corridor for the BRT vehicles. The evaluation of potential locations is discussed in the next section.

The BRT alignment (Alternative 6B) also includes a hiker/biker trail such as that described in Alternative 6A above.

6. Transitway Operations and Maintenance Facilities

Along the I-270/US 15 Multi-Modal Corridor, the project team evaluated three separate areas, with various site options, to determine the potential for constructing a transitway operations and maintenance facility. This facility would serve as the centralized location where transit vehicles are inspected, repaired, cleaned and stored. Most of the operations and maintenance facility locations that have been evaluated could be used for either the LRT or BRT alternative. Based on the operations, a single facility is adequate for initial operations from Shady Grove to

COMSAT but storage/rail tracks may be needed to improve internal operation and reduce the deadhead travel times for the LRT alternative.

Figure 5 shows the locations of the potential operations and maintenance sites, along with the CCT alignment and proposed station locations. These site locations are consistent with the master plans for the areas, although some sites have been altered to accommodate environmental and engineering conditions and/or development, as needed. The increased development patterns for the communities are incorporating the transit alignment in their plans.

Fifteen site configuration options were analyzed in the DEIS. All but one site has been eliminated from consideration while an additional four sites have been added. The retained site is a combination of Sites 4 and 5 at Metropolitan Grove. The new sites are described in the following sections.

a. Shady Grove Area Sites

There are two sites located within the Shady Grove Metro Station area. These sites are located at the northern terminus of the existing Metro Red Line and were selected based on existing land use and proximity to the transitway.

Redland Road. This site is located at the southern terminus of the CCT, just south of the Shady Grove Metro Station. The property is in a developed area and is currently occupied by various businesses. The property is bounded by the existing WMATA and CSX tracks to the east, MD 355 (Frederick Road) to the west, Redland Road to the north, and by Paramount Drive and a private business to the south. The facility could be designed to accommodate either BRT or LRT. An LRT facility would be connected to the transitway by a track extension running south from the Shady Grove CCT Station under the existing Redland Road Bridge over CSX to the site. A BRT facility would have a bus entrance on Redland Road directly across from the existing Metro parking lot entrance.

Crabbs Branch Way. This site is located along the west side of Crabbs Branch Way between Shady Grove Road and I-370. The site is currently undeveloped, is surrounded by major roadways and commercial and industrial uses, and is located less than three-quarters of a mile from the Shady Grove Metro Station. This is the only site not immediately adjacent to the transitway mainline and can only serve as a BRT facility. Due to size limitations and potential other uses for the property, this site can only accommodate 79 vehicles, enough to support the CCT but would allow little expansion.

Figure 5: Corridor Cities Transitway and Operations and Maintenance Facilities

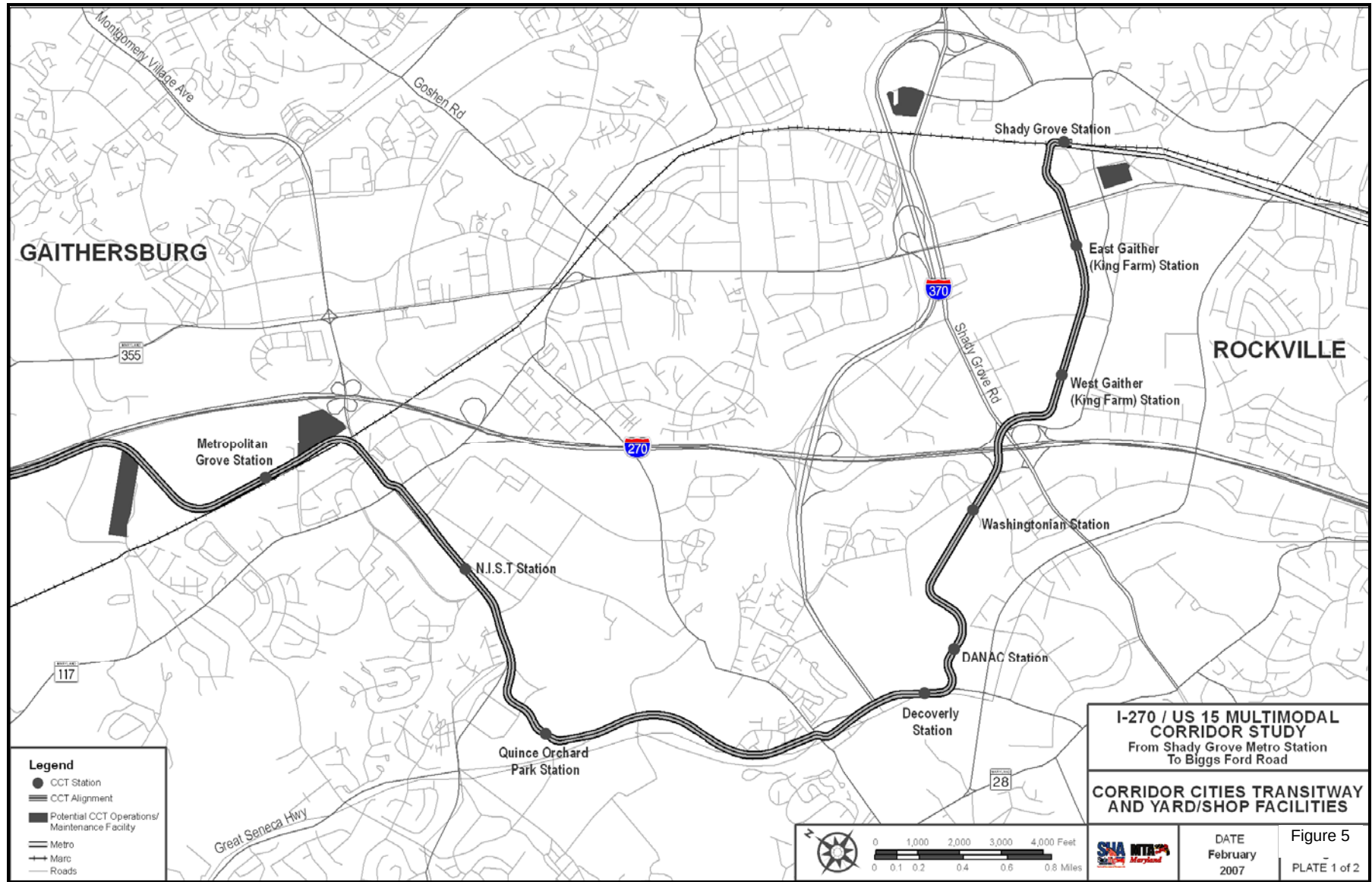
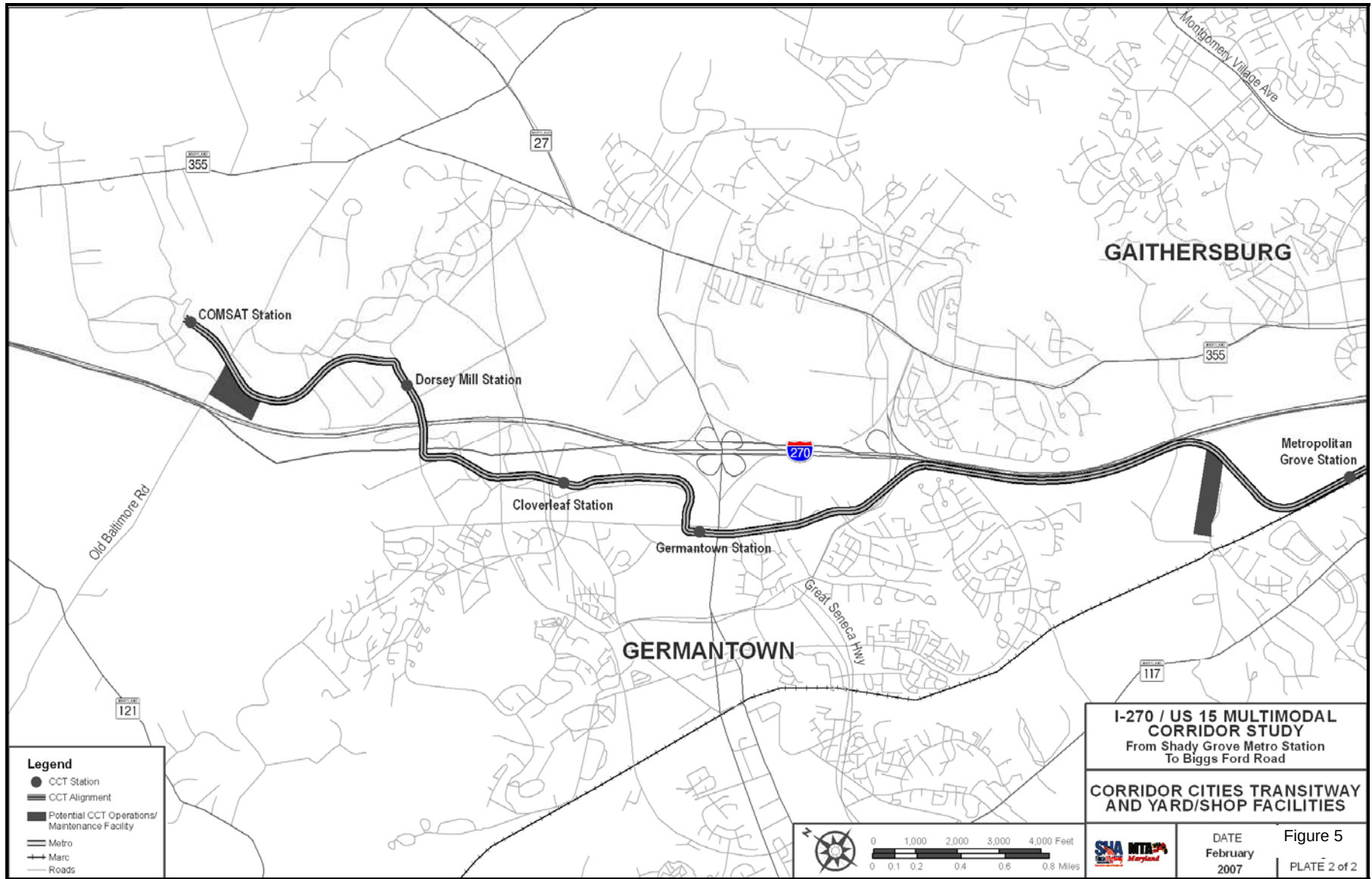


Figure 5: Corridor Cities Transitway and Operations and Maintenance Facilities (continued)



b. Metropolitan Grove Area Sites

There are two sites located within the Metropolitan Grove MARC Station area. Overall, this area is approximately the midpoint between the Shady Grove and COMSAT termini. As such, it provides less deadheading movements and provides a logical terminus for the first stage construction and operation of the transitway.

PEPCO Transmission Lines. This site is located less than one mile north of the Metropolitan Grove Station. It is adjacent and parallel to both the PEPCO transmission line easement and Seneca Creek State Park. The site is wooded in a rural area and on hilly terrain. It would be directly connected to the transitway along the tracks adjacent to I-270. If the first constructed phase of the CCT stops at Metropolitan Grove, additional tracks would be required to connect to the site. Due to site constraints and access, it would not serve well as a BRT facility and is therefore being considered only for LRT.

Police Vehicle Impound Lot. This site is located just south of the Metropolitan Grove Station near the point where the CCT crosses under the CSX tracks. It is immediately adjacent to the transitway and has access to the local and arterial roads. A portion of the site currently houses the Montgomery County Police Department's Vehicle Impound Lot, and the remainder of the site is wooded. It is located in an industrial area and would be adjacent to a commercial/residential development currently under construction. The site is bounded by the CSX tracks, an I-270 exit ramp, and the proposed Casey West development. The site is suitable for either BRT or LRT.

c. COMSAT Area Site

There is one site located within the COMSAT area, immediately adjacent to the transitway just south of the COMSAT Station and West Old Baltimore Road.

Observation Drive. The site is currently farmland/open field and is bounded by I-270 to the west, the future Observation Drive to the east, West Old Baltimore Road to the north, and Little Seneca Creek to the south. The CCT mainline is planned to be located in the median of Observation Drive with the rail vehicles accessing the site from an at-grade crossing of the southbound lanes. This site could accommodate BRT only. A BRT facility would be suitable if the project construction phasing stops at Metropolitan Grove or continues to COMSAT.

E. OBJECTIVES AND TYPE OF ANALYSIS

This analysis provides support documentation and has been prepared in accordance with Federal Highway Administration (FHWA), Maryland State Highway Administration (SHA), and Maryland Transit Administration (MTA) guidelines. The descriptors L_{eq} and L_{dn} are used for highway-generated noise and transit generated noise respectively. L_{eq} is/represents the level of a constant sound in dBA which, in a given situation and time period, has the same sound energy as does the time-varying sound over the same period and L_{dn} is/represents a composite 24-hour exposure called the day-night sound level. The FHWA Traffic Noise Model (TNM version 2.5) is used to predict highway generated noise levels at sensitive receptors. The FTA Transit Noise and Vibration Impact Assessment procedures were used to predict transit generated noise and

vibration levels. Predictions were made for the Build year of 2030 for both the No-Build and the two proposed Build Alternatives.

The objective of the analysis contained herein is to evaluate the noise and vibration effect(s) of the I-270/US 15 Multi-Modal Transportation Study project on the adjacent communities and the ability of the SHA and MTA to mitigate any predicted impacts.

F. CONCLUSIONS

1. Traffic Noise Impacts

According to SHA impact assessment procedures, traffic noise impacts occur when L_{eq} (1-hr) noise levels “approach” or “exceed” the Noise Abatement Criteria (NAC). The “approach” noise level is defined by SHA as occurring when the outdoor predicted peak hour traffic noise level (hourly L_{eq} in dBA) is 66 dBA or greater at a Category B property (**Table 6**). In addition, an impact can occur at a sensitive receptor (property) if predicted build noise levels “substantially” exceed existing levels. SHA defines a substantial increase as 10 dBA or more above existing noise levels, where the predicted levels will be greater than 57 decibels. Noise sensitive receptors identified with either predicted build noise levels of 66 dBA or greater or with substantial increases in noise levels will warrant abatement consideration. **Table 15** summarizes Year 2030 future traffic noise levels, which were estimated at all of the 55 highway sites along the proposed highway improvement corridor. These sites are shown in **Figure 8** and are identified by a capital “H” designation. Traffic data provided for the TNM noise modeling for determining future 2030 no build and build traffic data are contained in **Appendices L, M and N**.

Future predicted 2030 Build noise levels under both highway designs yielded similar findings. Predicted future build noise levels exceeded the 66 dBA SHA Noise Abatement Criteria at 40 of the 55 representative locations evaluated under Alternative 6 and at 39 locations with the Alternative 7 highway design. With the exception of Site H-1, which reported an impact only under the Alternative 6 build design, 27 out of the 28 predicted residential impacts occurred at the same properties under both proposed alternatives, with the greatest concentration of affected homes located in the northern portion of the corridor. There were 19 residential impacts predicted in Frederick County and nine residential impacts predicted in Montgomery County. The residential impacts in Montgomery County are projected to occur at sites H1, H-3 through H-6, H-9, H-10, H-14 and H-15. In Frederick County residential impacts are predicted to occur at H-19, H-23, H-24, H-31, H-32, H-34, H-36, H-37, H-38A, H-39, H-41 through H-45, H-48, through H-51. In addition, noise impacts are also projected to occur at 12 non-residential noise sensitive land uses, such as: Parks (H-13, H-38, H-47), Hotel (H-33), Monocacy National Battlefield Historic Parklands (H-26 through H-30), Cemetery (H-35), and Museums (H-40, H-46). Substantial noise level increases of 10 decibels or more over existing conditions are predicted to occur at six common properties under both the Alternative 6 and 7 build designs. These include Sites H-9, H-10, H-19, H-24, H-30 and H-35, plus Site H-38A under only Alternative 7.

The proposed LRT transit alternative impacts, without train horn noise, are predicted to occur at four residential properties (T-11, T-18, T-20 and T21) out of the 25 representative sites identified for noise impact evaluation. At railroad crossings, no additional impacts were identified with the train horn blowing. All four impacted properties were found to be within the FTA “Moderate Impact” classification with no property identified within the “Severe Impact” category. The LRT findings based on APTA and WMATA criteria show noise impacts projected at 10 residential properties (T-11 through T-14, T-16, T-18, T-20, T-21, T-22 and T-25). Noise barrier feasibility and reasonableness was evaluated at four impacted areas identified within the transit corridor. Noise walls were found to be an effective noise abatement measure at all four proposed noise barrier locations. No noise impacts are predicted to occur at any of the 25 noise sensitive sites under the BRT transit alternative.

2. Construction Impacts

Construction related effects of the project would be limited to short-term increased vibration and noise levels during construction. The WMATA has established specifications for construction noise and vibration levels, which specifies procedures to be followed by contractors involved at a work site. All appropriate measures would be incorporated during construction activities to minimize the noise and vibration impacts of the proposed project. These specifications are discussed in more detail in Section II-A-6 and Section II-B-4.

G. AGENCY COORDINATION

Copies of this Noise and Vibration analysis will be circulated to SHA, MTA, FHWA, and FTA for review and comments.

Section II. Analysis

A. NOISE

1. Methodology

This section describes the existing noise conditions in the study area and presents applicable standards and criteria in order to assess the future environmental noise effects from the proposed I-270 highway and transit alternatives. These effects will be determined by quantifying the project's future noise impacts.

A number of factors affect sound when it is perceived as noise. These factors include the actual level of sound (or noise), the frequencies involved, exposure time interval, and the changes or fluctuations in the noise levels during exposure. Noise levels are measured in units called decibels. Since the human ear does not respond equally to all frequencies (or pitches), measured sound levels (in decibel units at standard frequency bands) are often adjusted or weighted to correspond to the frequency response of human hearing and the human perception of loudness. The weighted sound level is expressed in units called A-weighted decibels (dBA) and is measured with a calibrated sound meter.

Noise levels that correlate with human perception are expressed as hourly L_{eq} and L_{dn} . L_{eq} is the level of a constant sound (in dBA) which, in a given situation and time period, has the same sound energy as does the time-varying sound over the same period. One-hour equivalent noise levels (L_{eq}) measured every hour over a continuous 24-hour period are sometimes used to calculate a composite 24-hour exposure measure called the day-night sound level (L_{dn}) which applies a 10-dBA penalty to nighttime sound levels between the hours of 10:00 PM and 7:00 AM to account for the increased noise sensitivity of people during sleep. The FTA uses hourly L_{eq} and the 24-hour energy average noise level (L_{dn}) to determine transit noise impacts on adjacent land uses. The L_{eq} descriptor is exclusively used by FHWA and SHA for highway noise impact determination.

In accordance with the transit noise impact assessment procedures outlined in FTA's *Transit Noise and Vibration Impact Assessment Manual*, May 2006, use of L_{eq} and L_{dn} is appropriate because these levels are sensitive to the frequency of occurrence and duration of noise events, including transit operations, which may be characterized by infrequent noise. Because the L_{dn} and daytime L_{eq} (1-hour) have similar values for typical noise environments, the daytime or early evening L_{eq} can be used for evaluating noise effects at locations where nighttime sensitivity is not a factor. For land use involving only daytime activities (e.g., churches, schools, libraries, parks) the effect is evaluated in terms of L_{eq} (1-hour), defined as the L_{eq} for the noisiest hour of transit related activity during which human activities occur at the noise-sensitive location. L_{dn} is used for land uses (e.g., homes, hospitals and hotels) where nighttime sensitivity is a factor.

2. Human Perception to Changes in Noise Levels

The average individual's ability to perceive changes in noise levels is well documented. Generally, changes in noise levels less than 3 dBA will be barely perceived by most listeners,

whereas a 10-dBA change normally is perceived as a doubling (or halving) of noise levels. The general principle on which most noise acceptability criteria is based is that a change in noise is likely to cause annoyance wherever it intrudes upon the existing noise from all other sources (i.e., annoyance depends upon the noise that exists before the start of a new noise-generating project or an expansion of an existing project).

Community noise levels in urban areas usually range between 45 and 85 dBA, 45 dBA being the daytime level in a typical quiet living room and 85 dBA being the approximate instantaneous maximum level near the sidewalk adjacent to heavy traffic. Average ambient noise levels for different types of communities are listed below:

- 40 – 50 dBA for suburban
- 45 – 55 dBA for average urban
- 50 – 60 dBA for high density urban
- 50 – 70 dBA for commercial
- Over 70 dBA for industrial

For reference and orientation to the decibel scale, representative environmental noises and their respective dBA levels are shown in **Figure 6**.

3. Noise Criteria

The basic goals of noise criteria, as they apply to highway and transit projects, are to minimize the adverse noise effects on the community and, where necessary and appropriate, to provide feasible and reasonable noise control.

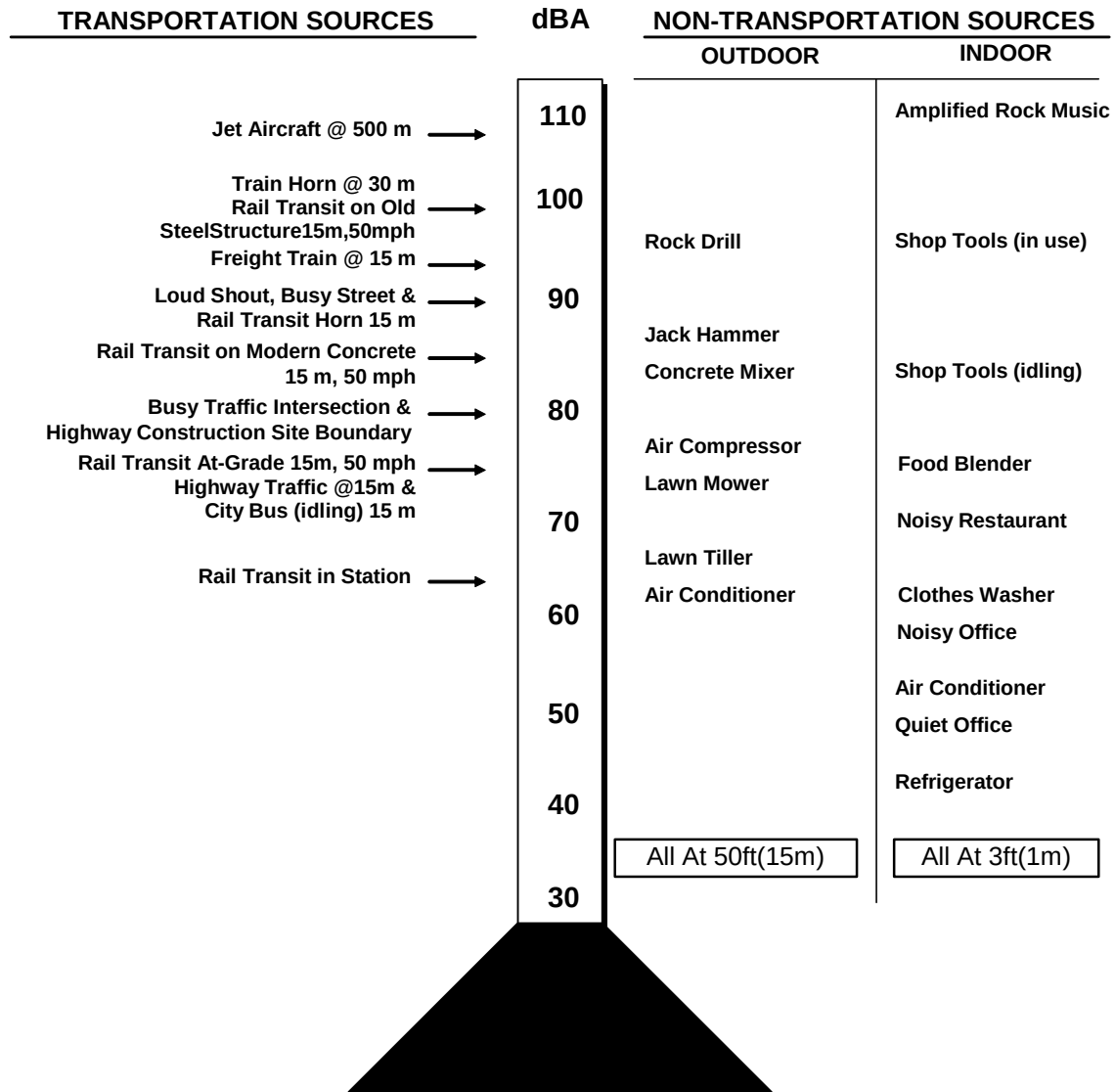
Several types of guidelines and criteria are used to assess the effects of noise from transit and highway projects. These include APTA and FTA guidelines, WMATA criteria and FHWA guidelines. APTA, FTA, and WMATA guidelines were developed specifically for assessing noise effects from transit noise sources operating on fixed guide-ways or at fixed facilities. FHWA procedures are used to assess noise impacts from highway traffic. SHA traffic noise impact criteria are based on FHWA procedures.

a. Standards Used in the Noise Analysis

The following standards, guidelines and criteria are used in the noise impact assessment analysis:

- APTA Guidelines for Design of Rapid Transit Facilities (1981)
- WMATA Noise and Vibration Design Criteria (2001)
- FTA Transit Noise and Vibration Assessment Guidelines (2006)
- FHWA and SHA Traffic Noise Criteria (2006).

Figure 6: Common Indoor and Outdoor Instantaneous Noise Levels



Sources: FTA Report FTA-VA-90-1003-06. "Transit Noise and Vibration Impact Assessment" , May 2006

Source: Transit Noise and Vibration Impact Assessment, FTA, May 2006

b. Noise Criteria for Highway Traffic

Table 6 presents FHWA and SHA traffic noise impact criteria. The FHWA standards found in Federal Regulation 23 CFR 772 contain Noise Abatement Criteria (NAC) for different land use categories. The NAC are considered to be maximum noise levels for outdoor activities, and for certain indoor activities. The Federal Regulation states that: “Noise impacts occur when the predicted traffic noise levels approach or exceed the NAC levels or when the predicted traffic noise levels substantially exceed the existing noise levels”. Approach noise abatement criterion level in Maryland is 1 dBA less than the noise abatement criteria levels shown in **Table 6**. A substantial increase is defined as a 10-decibel increase in Build noise levels over existing conditions.

TABLE 6: NOISE ABATEMENT CRITERIA FOR HIGHWAY PROJECTS⁽¹⁾

Activity Category	dBA L _{eq} (1hr)	Description of Activity
A	57	Lands on which serenity and quietness of extraordinary significance serve an important public purpose and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72	Developed lands, properties, or activities, not included in Categories A or B.
D	---	Undeveloped lands.
E	52	Interior spaces of Category B, where applicable.

Source: Federal Highway Administration 23 CFR 772

(1) Approach noise abatement criterion in Maryland is 1 dBA less than the noise abatement criteria levels shown.

c. Noise Criteria for Transit Operations

i. APTA Guidelines and WMATA Criteria

The 1981 APTA *Guidelines for Design of Rapid Transit Facilities* (June 1981) and the WMATA criteria (2001) were used to assess noise effects of the Transitway’s operational impact on community noise levels. In addition, the FTA guidelines contained in *Transit Noise and Vibration Assessment* (May 2006) were also used as they represent the Federal standard. Montgomery and Fredrick Counties have no specific noise control ordinance for rapid transit vehicles. The State of Maryland code exempts noise from public rapid transit vehicles.

The APTA guidelines and WMATA criteria are based on maximum single pass-by noise levels, in dBA, from train operations. **Table 7** specifies APTA guidelines for maximum levels for different community categories in the transit corridor. WMATA criteria for maximum airborne noise from train operations are the same as the APTA guidelines shown in **Table 7**. **Table 8** presents WMATA criteria along a mainline. **Table 9** shows the FTA categories of land uses and noise metrics used for identifying impacts at the existing and proposed land uses within the project area. The impact assessment for the I-270 project is based on the application of all of the three criteria. The impact assessed by using the most stringent criterion is used in determining the mitigation needs at the identified sites.

TABLE 7: APTA GUIDELINES FOR MAXIMUM AIRBORNE PASS-BY NOISE FROM TRAIN OPERATIONS**A. Residences and Commercial Buildings**

Community Area Category	Single Family Dwellings (L _{MAX})	Multi-family Dwellings (L _{MAX})	Commercial Buildings (L _{MAX})
I. Low Density Residential	70	75	80
II. Average Residential	75	75	80
III. High Density Residential	75	80	85
IV. Commercial	80	80	85
V. Industrial/Highway	80	85	85

B. Specific Types of Buildings

Building or Occupancy Type	Maximum Pass-by Noise Level
Amphitheaters	65
“Quiet” Outdoor Recreation Area	70
Concert Halls, Radio and TV Studios	70
Churches, Theaters, Schools, Hospitals, Museums, Libraries	75

Note: APTA criteria for maximum pass-by noise from train operations are essentially the same as WMATA criteria. These criteria are generally applicable at the near side of the nearest dwelling or occupied building under consideration but not less than 15 meters (50 feet) from track centerline.

TABLE 8: WMATA CRITERIA FOR NOISE CONTROL ALONG MAINLINE (GENERAL CATEGORIES OF COMMUNITIES ALONG WMATA METRO SYSTEM CORRIDORS)

Area Category	Typical (Average) Noise Levels	Typical Day/Night Exposure Levels – L _{dn}
I. Low Density Urban Residential	40-50 dBA (day) 35-45 dBA(night)	Below 55
II. Average Urban Residential	45-55 dBA (day) 40-50 dBA(night)	50-60
III. High Density Urban Residential	50-60 dBA (day) 45-55 dBA(night)	55-65
IV. Commercial	60-70 dBA (day and night)	Over 60
V. Industrial areas or Freeway and Highway Corridors	Over 70 dBA (day and night)	Over 65

ii. FTA Guidelines

FTA guidelines for noise at various land use categories that determine the choice of noise descriptors (L_{eq} or L_{dn}) to be used in noise impact assessments are presented in **Table 9**. For example, for residential land uses, the noise descriptor that is used to characterize the existing

noise and the future project noise is L_{dn} . For land uses involving daytime and evening uses, the noise descriptor is $L_{eq}(h)$, which is defined as the hourly equivalent continuous noise level L_{eq} for the noisiest hour of train-related activity, during hours of noise sensitivity.

TABLE 9: FTA GUIDELINES LAND USE CATEGORIES AND METRICS FOR TRANSIT NOISE

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor $L_{eq}(h)^*$	Tract's of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use.
2	Outdoor L_{dn}	Residences and buildings where people normally sleep. This category includes homes, hospitals and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor $L_{eq}(h)^*$	Institutional land uses with primary daytime and evening use. This category includes schools, libraries, and churches where it is important to avoid interference with such activities as speech, meditation and concentration on reading material.

* L_{eq} for the noisiest hour of transit-related activity during hours of noise sensitivity.

FTA Assessment based on Cumulative Noise Exposure: FTA guidelines are based on relative impact criteria, whereby noise impacts are assessed by comparing the increase in future total hourly L_{eq} or L_{dn} noise levels under Build conditions against the existing hourly L_{eq} or L_{dn} noise levels under No-Build conditions. Project impacts are categorized as “No Impact”, “Impact”, or “Severe Impact” as determined from the allowable increase in cumulative noise exposure over existing noise levels. **Figure 7** shows the noise impact criteria for Category 2 land uses in terms of allowable increase in cumulative exposure.

As the existing level of noise increases, the allowable level of transit noise increases, but the total amount by which that community's noise can increase (increase in cumulative noise level) is reduced. This accounts for the unexpected result that a noise level that is less than the existing noise level can still cause an impact. This is illustrated in an example shown in **Table 10** where the allowed transit noise is shown for different existing noise levels. Any increase greater than shown in the table will cause an impact. For example, as the existing noise level increases from 50 to 70 dBA, the allowed transit noise level increases from 53 to 64 dBA. However, the allowed increase in community noise level decreases from five to one dBA.

According to APTA guidelines and WMATA criteria, the maximum single pass-by level from train operations shall not exceed 70 dBA in low-density residential areas and 75 dBA in average residential areas. According to the FTA guidelines, combined noise from traffic and train operations in residential areas shall not exceed the existing ambient traffic noise in the areas by 1 dBA or more if existing L_{dn} is between 65 and 75 dBA. No further increase is allowed if existing L_{dn} is equal to or greater than 75 dBA (**Table 10**).

Figure 7: Increase in Cumulative Noise Levels Allowed by FTA Criteria

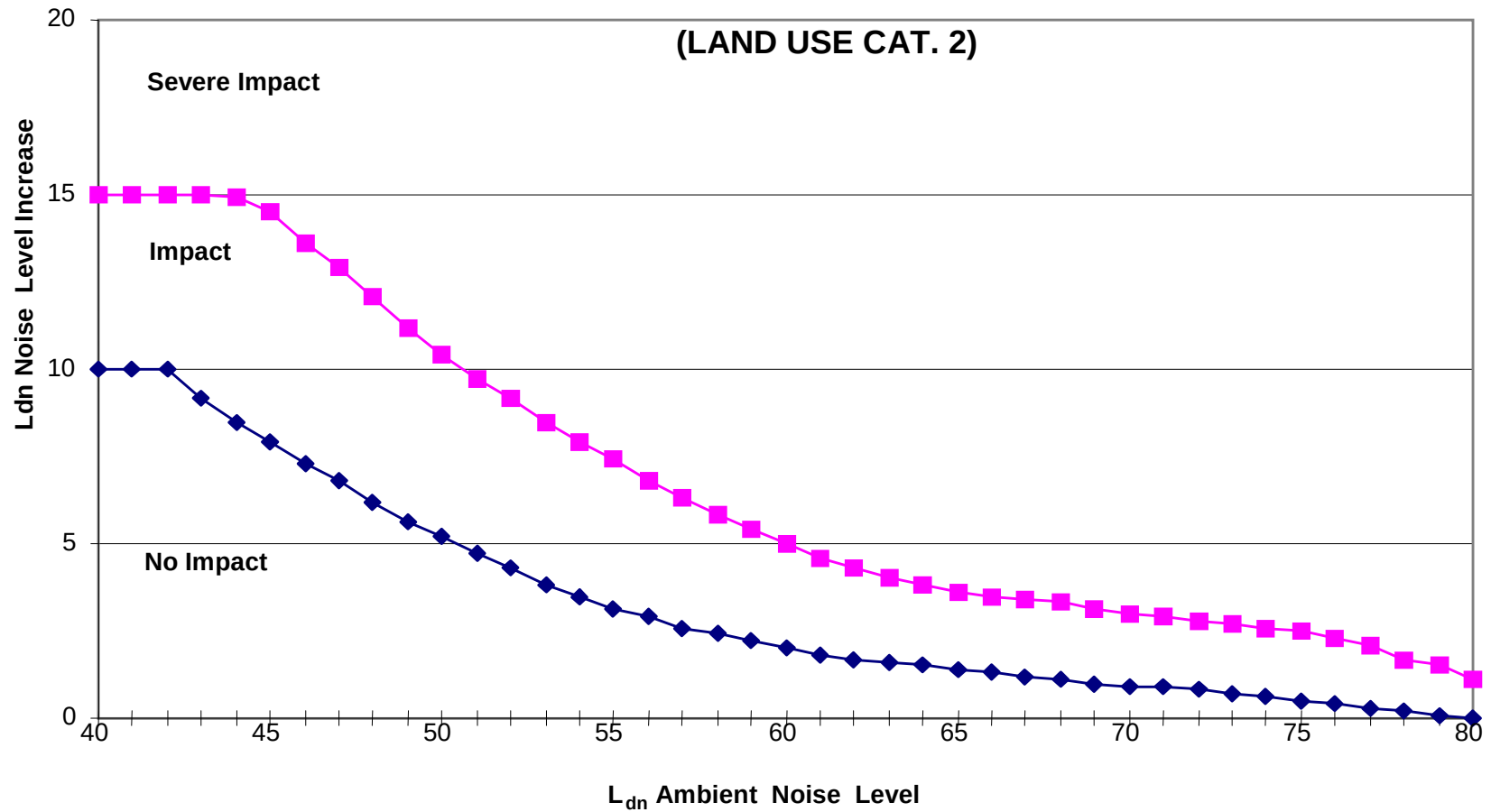


TABLE 10: FTA NOISE EFFECT CRITERIA: EFFECT ON CUMULATIVE NOISE EXPOSURE

Existing Noise Exposure	Allowable Project Noise Exposure	Allowable Combined Total Noise Exposure	Allowable Noise Exposure Increase
45	51	52	7
50	53	55	5
55	55	58	3
60	57	62	2
65	60	66	1
70	64	71	1
75	65	75	0

Source: Transit Noise and Vibration Impact Assessment, FTA, May 2006

Note: L_{dn} or L_{eq} in dBA (rounded to nearest whole decibel)

FTA Assessment based on Project Noise Exposure: The FTA noise impact criteria presented in **Table 11** are also used for assessing transit noise impacts by following a slightly different procedure, i.e., by comparing the existing outdoor noise levels and the future outdoor noise levels from the proposed transit project. Both assessment procedures—one based on increase in cumulative noise exposure as explained above and the other based on project noise exposure—yield identical results in terms of category of impact from future project noise levels from future train operations. Details of applying this procedure including an example as to how this procedure was used in impact assessment for this project are provided in Section 5b “Transit Noise Impacts”.

4. Measurement Program

Existing noise levels were recorded at 55 sites adjacent to the proposed highway improvements and at 25 sites near the proposed transit alignment corridor. **Figure 8** depicts the locations of the highway and transit noise monitoring sites within the project study area. Letter “T” followed by the site number identifies transit sites and letter “H” followed by site number identifies highway sites. Monitoring locations included residential, commercial, and historic buildings representative of typical land uses. A brief description of each measurement location and its land use category was recorded.

The receptors were selected on the basis of several factors, the most important of which was the site’s potential sensitivity to changes in highway noise and/or transit noise levels. As required by the FTA, 24-hour day–night noise levels (L_{dn}) were monitored at the residential FTA “Category 2” sites to determine the potential impact of the proposed transit alternatives and short-term peak hour, $L_{eq}(1\text{-hr})$ dBA, measurements were performed to determine potential noise impacts for the highway alternatives.

TABLE 11: NOISE LEVELS DEFINING IMPACT FOR TRANSIT PROJECTS

Existing Noise Exposure* L _{eq} (h) or L _{dn} (dBA)	Project Noise Impact Exposure, * L _{eq} (h) or L _{dn} (dBA)					
	Category 1 or 2 Sites			Category 3 Sites		
	No Impact	Moderate Impact	Severe Impact	No Impact	Moderate Impact	Severe Impact
51	<54	54-60	>60	<59	59-65	>65
52	<55	55-60	>60	<60	60-65	>65
53	<55	55-60	>60	<60	60-65	>65
54	<55	55-61	>61	<60	60-66	>66
55	<56	56-61	>61	<61	61-66	>66
56	<56	56-62	>62	<61	61-67	>67
57	<57	57-62	>62	<62	62-67	>67
58	<57	57-62	>62	<62	62-67	>67
59	<58	58-63	>63	<63	63-68	>68
60	<58	58-63	>63	<63	63-68	>68
61	<59	59-64	>64	<64	64-69	>69
62	<59	59-64	>64	<64	64-69	>69
63	<60	60-65	>65	<65	65-70	>70
64	<61	61-65	>65	<66	66-70	>70
65	<61	61-66	>66	<66	66-71	>71
66	<62	62-67	>67	<67	67-72	>72
67	<63	63-67	>67	<68	68-72	>72
68	<63	63-68	>68	<68	68-73	>73
69	<64	64-69	>69	<69	69-74	>74
70	<65	65-69	>69	<70	70-74	>74
71	<66	66-70	>70	<71	71-75	>75
72	<66	66-71	>71	<71	71-76	>76
73	<66	66-71	>71	<71	71-76	>76
74	<66	66-72	>72	<71	71-77	>77
75	<66	66-73	>73	<71	71-78	>78
76	<66	66-74	>74	<71	71-79	>79
77	<66	66-74	>74	<71	71-79	>79
>77	<66	66-75	>75	<71	71-80	>80

Source: Transit Noise and Vibration Impact Assessment, FTA May 2006. **Note:** L_{dn} is used for land use where nighttime sensitivity is a factor; L_{eq} during the hour of maximum transit noise exposure is used for land use involving only daytime activities

Figure 8: Noise & Vibration Monitoring and Prediction Sites

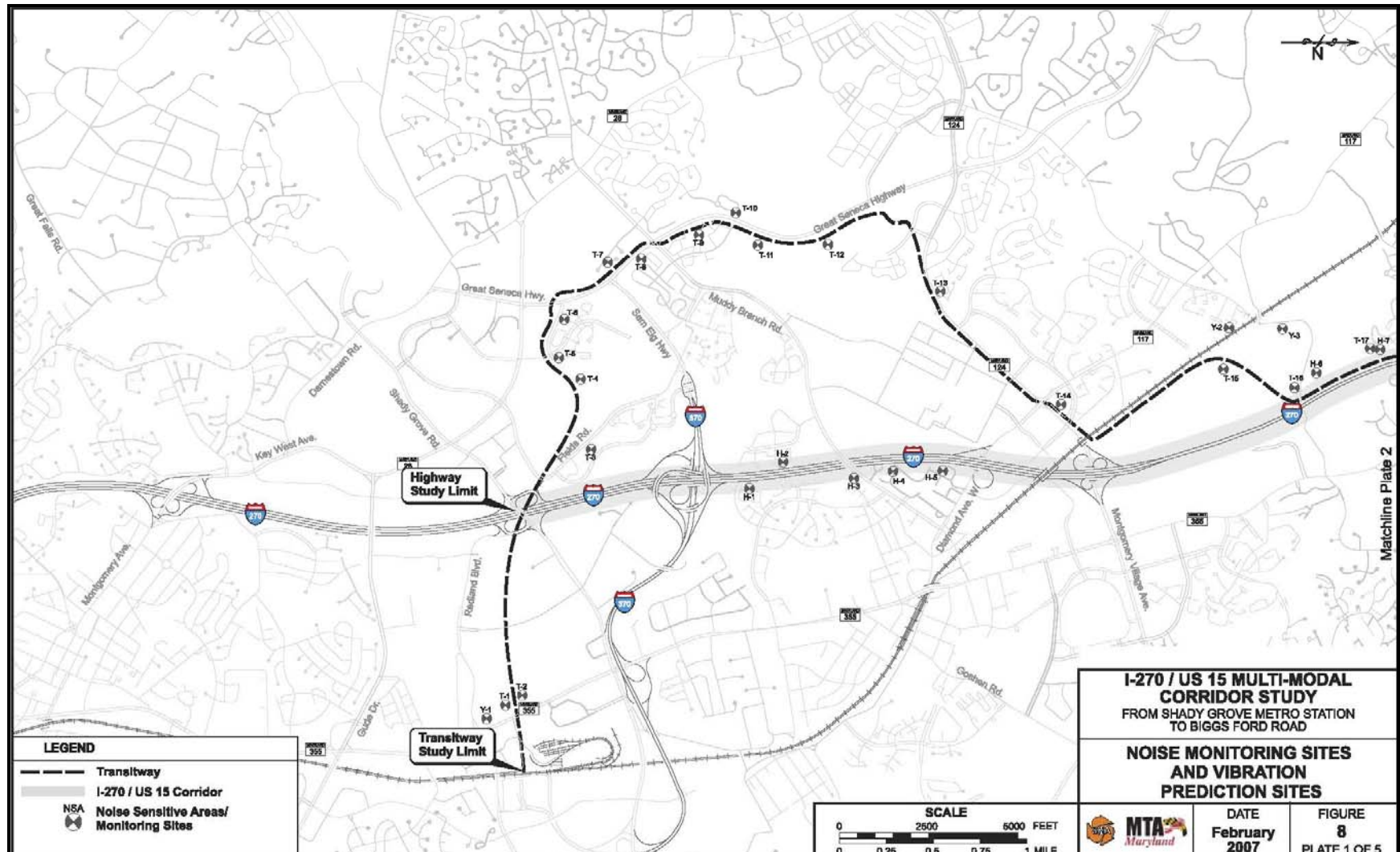


Figure 8: Noise & Vibration Monitoring and Prediction Sites (continued)

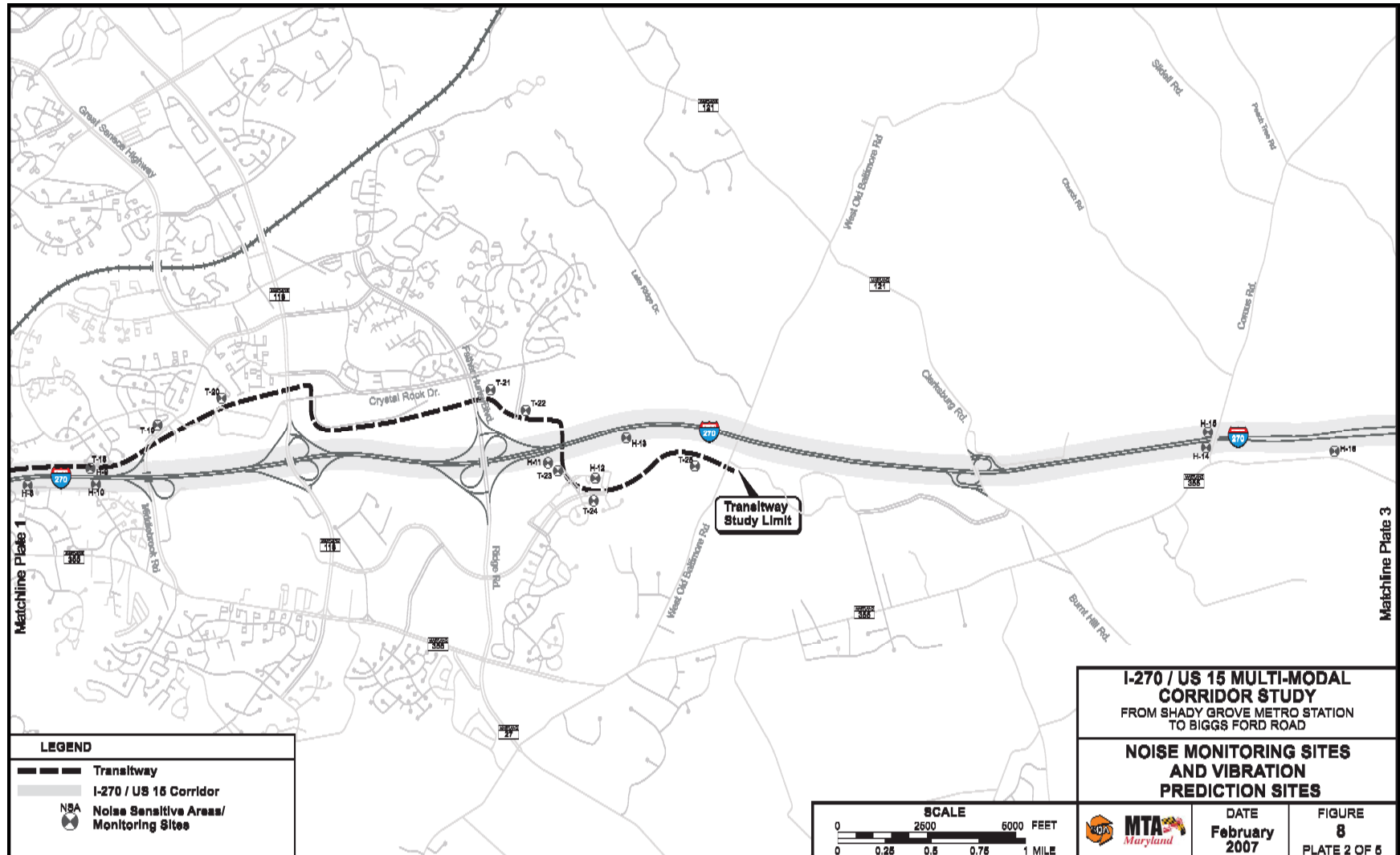


Figure 8: Noise & Vibration Monitoring and Prediction Sites (continued)

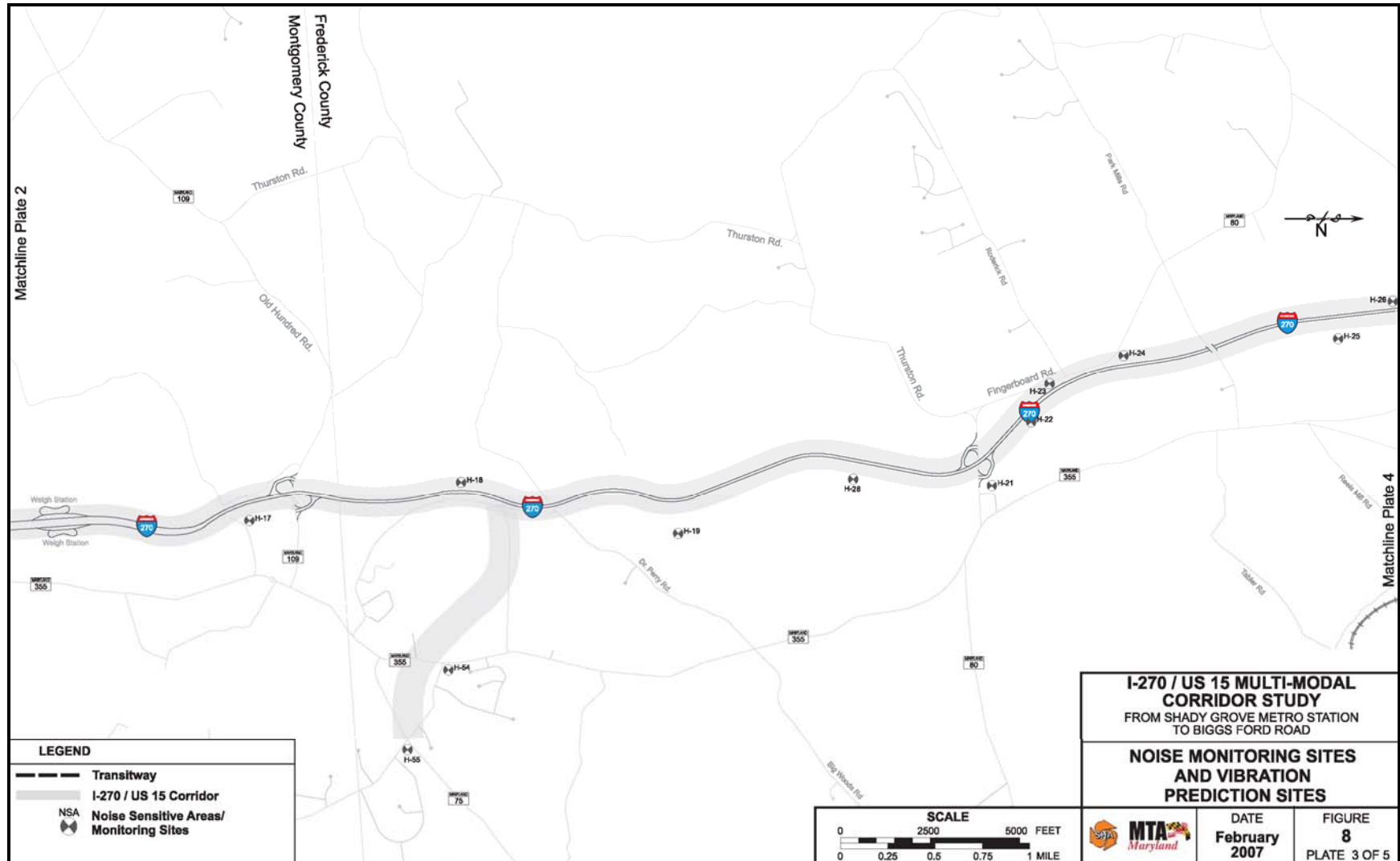
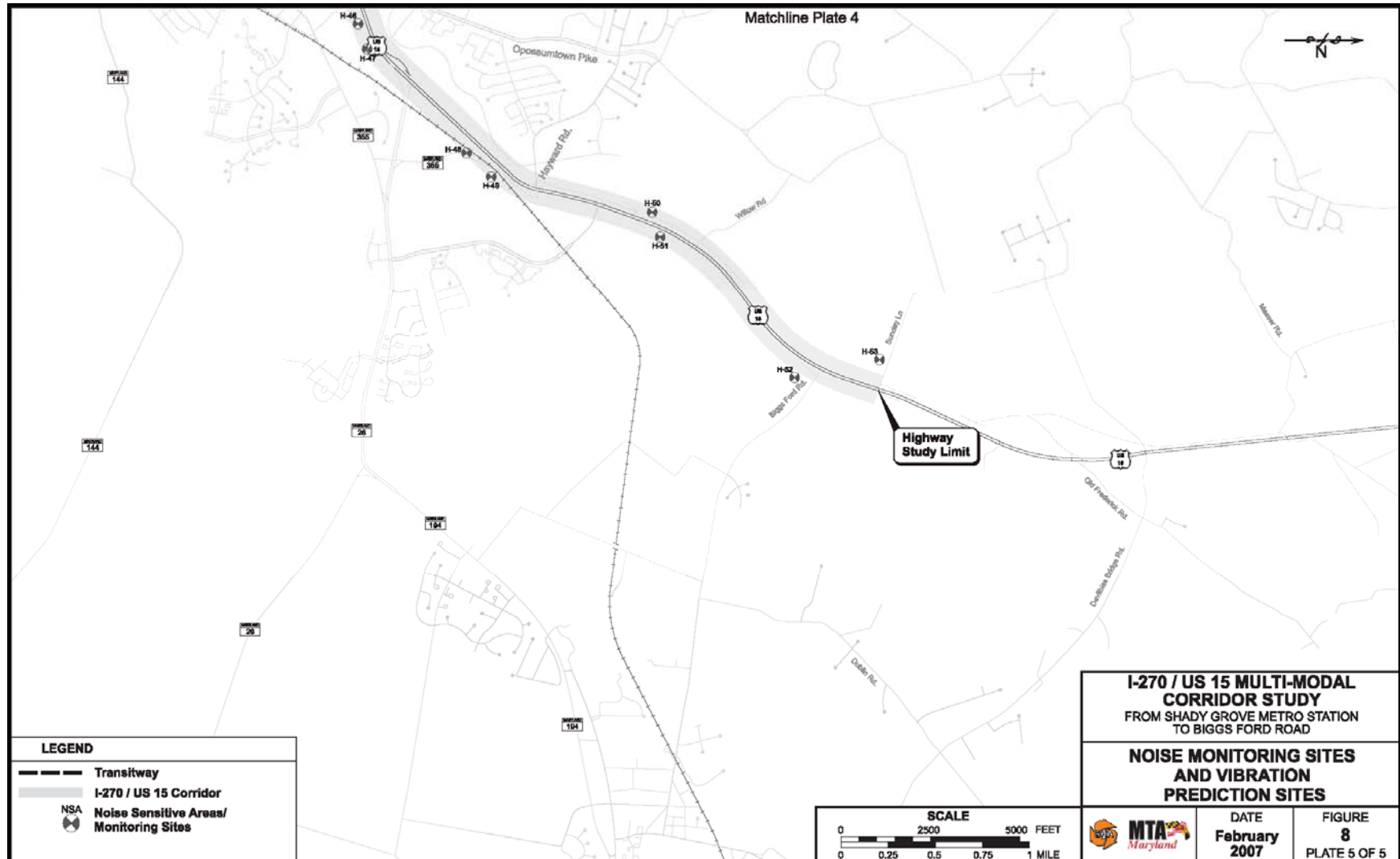


Figure 8: Noise & Vibration Monitoring and Prediction Sites (continued)



Figure 8: Noise & Vibration Monitoring and Prediction Sites (continued)



Of the 55 highway sites selected, four are located in areas designated as Historic Parklands (sites H-27, H-28, H-29 and H-30). Three other sites are located in areas designated as Historic Sites: Site H-21 in the Urbana Historic Site, site H-49 in the Spring Bank Historic Site and site H-52 in the Middle Hedge Farm (Birely-Roelkey Farm).

Within a given land use category, noise measurements recorded at one site would be representative of existing and future noise conditions at that site and all other sites within that land use category. In addition some monitoring locations are selected on the basis of site equivalence where the measurement results collected at one site are applied to multiple sites. These factors were considered during the selection of 24-hour transit noise (L_{dn}) monitoring sites by ensuring that parameters such as train speed, schedule and distance to track would produce the worst-case noise effects which would be representative of larger cluster of residential dwellings or eq. Typical situations where representative measurement sites were used to estimate noise levels at other sites occurred when both shared the following characteristics:

- Proximity to the same transportation sources such as highways and train tracks
- Similar type and density of housing such as single family homes and multi-family housing in apartment complexes
- Identify properties where the site equivalence criterion can be utilized, so that noise measurement collected at one site are judged to be applicable to multiple sites.

All of the field measurements were conducted according to procedures described in ***Sound Procedures for Measuring Highway Noise*** (Report Number FHWA-DP-45-1R May 1996) and in ***Transit Noise and Vibration Impact Assessment*** (May 2006). Concurrent with noise measurements, counts of vehicles by classification were recorded, and associated average travel speed of the moving vehicles was estimated. Notations of non-traffic noise events such as sirens, pedestrian noises, barking dogs, aircraft, and trains were noted. In addition, all geometric related input parameters necessary to complete noise modeling were obtained. These include distance from center of near lane to receptor; width of roadway and lanes; height of receptor; barrier/buffer information, including trees, berms, and other possible intervening structures; variations in terrain between the receptor and the source; and grade, if any.

A calibrated set of Bruel and Kjaer (B & K) noise and vibration measuring equipment was used in the study, including Types 2231 and 2238 sound level meters fitted with a B & K Type 5155 condenser microphones and windshields for noise measurement. The B & K 2231 and 2238 equipment was used for all short-term (20-minute) peak hour highway readings. For collecting long-term noise measurements for use assessing potential impacts from the proposed transit alternatives, noise meter instruments suitable for long-term 24-hour noise monitoring were used. These include a 01dB digital noise analyzer with a calibrated condenser microphone, a Larson Davis 814 Integrated Sound Level Meter and its accessories and a B & K 2260 sound level meter fitted with a Type 5155 condenser microphone. All measurements were performed under acceptable climatic and street pavement conditions (dry street surface and wind speed less than 12 mph).

a. Existing Noise Levels

The principal source of noise throughout most of the corridor is motor vehicles. Where the proposed transit alignment would be near existing major or secondary transportation routes, most of the community areas directly adjacent to the proposed alignment are already exposed to at least moderate levels of road traffic noise.

i. *Existing Road Traffic Noise*

Noise measurements taken within the highway portion of the proposed project are summarized in **Table 12**. AM and PM period peak noise levels were recorded during different alternative design stages of the project. The some noise measurements were collected in June and July 2001. Noise readings recorded during May and June 2006 were collected to replace noise measurements collected in 1998, which were considered too old to use in the current noise impact assessment. Within the highway study area, one additional representative noise monitoring location was identified and added to the noise study. To provide continuity between the previous study and this evaluation, and to provide a means of comparing findings between the two studies, noise measurement sites were not renumbered. Therefore, new measurement sites were inserted with an “A” designation after the site number. One new site was identified in the 2006 data collection effort and is identified as “H-38A”. In addition, site H-20 was removed from the study because this residential property no longer exists, but its position in the summary tables has been kept to provide continuity in the presentation and comparison of the current findings with those from the previous study.

At all 55 representative highway noise-monitoring sites, noise measurements were collected for duration of 20 minutes per reading using the L_{eq} noise descriptor during the peak morning and afternoon travel time periods. The peak hour AM and PM noise monitoring time periods roughly correspond to the same time periods identified in the project Build traffic assignment modeling effort. Limiting noise monitoring to peak travel time periods will facilitate better correlation between measured and predicted noise levels and provide a conservative estimate of future worst-case noise levels. Noise measurement locations were reviewed and approved by SHA prior to undertaking the field survey. The locations of all noise monitoring sites are shown in five illustration plates identified as **Figure 8**. Existing noise levels range from a high level of 76 dBA at sites H-4 and H-15 to a low level of 52 dBA at site H-30. Measured noise levels approach or exceed the NAC at 28 monitoring sites.

To provide a means to calibrate the TNM model, existing noise levels at all 55 sites were estimated using the project’s existing baseline traffic data. A comparison of measured versus predicted existing noise levels is presented in **Table 13**. In general, the TNM estimated noise levels were higher than measured noise levels, but were within 3 dBA of the measured levels. Existing noise level predictions within plus or minus 3 dBA of existing measured levels is considered acceptable.

TABLE 12: SUMMARY OF I-270 MONITORED PEAK HOUR TRAFFIC NOISE DATA

Site #	Location	Land Use	AM Peak Period			PM Peak Period		
			Date	Time	L _{eq}	Date	Time	L _{eq}
H-1	103 Bralan Court, Gaithersburg	Residential	6/26/01	8:17	60	6/14/06	4:13	61
H-2	704 West Side Drive, Gaithersburg	Residential	5/16/06	7:05	65	5/16/06	5:35	64
H-3	18 Autumn Hill Way, Gaithersburg	Residential	6/26/01	8:10	60	6/14/06	4:43	64
H-4	17000 Downing Street, Gaithersburg	Residential	5/16/06	7:15	76	5/16/06	6:33	74
H-5	419 Perry Parkway, Gaithersburg	Residential	6/26/01	8:52	67	6/26/01	5:20	64
H-6	11200 Game Preserve Road, Gaithersburg	Residential	6/26/01	9:27	69	6/26/01	5:57	68
H-7	11535 Summer Oak Drive, Gunners Lake Village, Germantown	Residential	6/28/01	6:40	63	6/28/01	6:00	63
H-8	19056 Staleybridge Road, Middlebrook Mill, Germantown	Residential	6/26/01	10:00	58	-	-	-
H-9	11902 Rustic Park Court, Gunners Lake Village, Germantown	Residential	9/24/98	6:40	60	9/24/98	6:00	60
H-10	19300 Elderberry Terrace, Germantown	Residential	5/16/06	8:15	60	5/16/06	4:45	62
H-11	12450 Milstone Center Drive Germantown	Hotel	6/26/01	9:00	60	6/26/01	4:05	63
H-12	13000 Woodcutter Circle, Germantown	Residential	6/27/01	7:20	60	6/26/01	4:37	60
H-13	Black Hill Regional Park, Germantown	Park	6/27/01	7:22	68	6/26/01	4:15	69
H-14	14220B Comus Road, Clarksburg	Residential	5/16/06	9:00	67	5/16/06	5:00	69
H-15	14300 Comus Road, Clarksburg	Residential	5/16/06	8:56	76	5/16/06	3:53	74
H-16	24320 Frederick Road, Clarksburg	Residential	5/17/06	7:10	66	5/17/06	4:00	67
H-17	15300 Groghan Lane, Clarksburg	Residential	5/17/06	7:15	61	5/17/06	4:00	63
H-18	9401 Dr Perry Road, Ijamsville	Residential	5/17/06	8:05	59	5/30/06	4:00	59
H-19	9812B Dr Perry Road, Ijamsville	Residential	6/27/01	9:40	53	6/27/01	5:18	53
H-20 ¹	8731 Fingerboard Road, Urbana ¹	Residential	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹
H-21	8994 Urbana Church Road, Urbana	Residential Historic Site	5/17/06	8:50	54	5/17/06	5:00	54
H-22	Urbana Community Park, Urbana	Park	6/27/01	10:13	54	7/12/01	6:25	55
H-23	8546 Fingerboard Road, Urbana	Residential	5/18/06	7:15	63	5/18/06	4:00	65
H-24	8358 Fingerboard Road, Urbana	Residential	6/28/01	7:38	66	6/28/01	4:26	64
H-25	4110 Araby Church Road, Frederick	Residential	5/18/06	8:15	59	5/18/06	4:50	59
H-26	Monocracy National Battlefield, Frederick	Park	6/28/01	8:40	67	6/28/01	5:08	68
H-27	SE Corner Baker Valley Road and I-270, Frederick	Historic Park	5/18/06	8:45	66	5/18/06	5:10	67
H-28	Monocracy National Battlefield, Frederick	Historic Park	6/28/01	8:40	67	6/28/01	5:08	63
H-29	Monocracy National Battlefield, Frederick	Historic Park	6/28/01	8:20	66	6/28/01	4:30	66

1. Site H-20 no longer exists.

TABLE 12: SUMMARY OF I-270 MONITORED PEAK HOUR TRAFFIC NOISE DATA (CONTINUED)

Site #	Location	Land Use	AM Peak Period			PM Peak Period		
			Date	Time	L _{eq}	Date	Time	L _{eq}
H-30	Monocracy National Battlefield, Frederick	Historic Park	6/28/01	9:13	54	6/28/01	5:44	52
H-31	7178 Canterbury Court, Frederick	Residential	7/10/01	7:10	71	7/10/01	5:38	60
H-32	5819 Farmgate Court, Frederick	Residential	5/31/06	6:55	61	5/30/06	4:44	64
H-33	420 Prospect Avenue, Frederick	Hotel	5/31/06	7:23	74	5/30/06	5:34	69
H-34	225 Wyngate Drive, Frederick	Residential	5/31/06	7:53	69	5/31/06	4:07	67
H-35	Frederick Memorial Park, Frederick	Cemetery	7/10/01	8:15	61	7/12/01	5:02	60
H-36	901 Walnut Street, Frederick	Residential	6/02/06	8:54	65	6/12/06	5:08	64
H-37	103 Fairview Avenue, Frederick	Residential	5/31/06	8:23	65	5/31/06	4:35	62
H-38	Play Area on Mercer Court, Frederick	Park	5/31/06	8:48	65	5/31/06	5:00	65
H-38A	101 New Castle Court, Frederick	Residential	6/02/06	8:26	69	6/01/06	5:57	69
H-39	Apartment Building at end of Carrol Pkwy, Frederick	Residential	6/01/06	7:03	69	5/31/06	5:25	66
H-40	Scheifferstadt Museum and Gallery, Frederick	Historic Site	6/01/06	7:28	63	5/31/06	5:52	62
H-41	600 Apple Avenue, Frederick	Residential	6/01/06	7:56	72	6/01/06	3:57	70
H-42	616 Briggs Avenue, Frederick	Residential	6/02/06	7:58	69	6/01/06	5:29	69
H-43	1015 Columbind Drive, Unit 1A, Frederick	Residential	6/01/06	8:23	66	6/01/06	4:24	63
H-44	1418L Taney Avenue, Frederick	Residential	7/10/01	9:25	70	7/11/01	4:50	70
H-45	1307 Pinewood Drive, Frederick	Residential	6/01/06	8:50	69	6/01/06	4:52	67
H-46	Rose Hill Manor Museum and Park, Frederick	Museum	7/11/01	6:22	68	7/11/01	4:07	70
H-47	Rose Hill Manor Park, Frederick	Park	7/11/01	6:25	64	7/11/01	4:10	65
H-48	7936 Wormans Mill Road, Frederick	Residential	6/02/06	7:30	65	6/12/06	4:35	66
H-49	7945 Wormans Mill Road, Frederick	Historic Site	6/02/06	7:22	66	6/12/06	4:10	66
H-50	Beckley's Motel, Route. 15, Frederick	Hotel	6/13/06	8:48	68	6/13/06	4:37	67
H-51	Rte. 15 northbound side, Fredrick	Residential	6/13/06	7:10	61	6/13/06	4:02	59
H-52	Middle Hedge Farm,(Birely-Roelkey Farm) Frederick	Residential Historic Site	6/13/06	7:45	56	6/13/06	4:33	54
H-53	Sunday Lane, Catoctin Manor Estates	Residential	6/13/06	8:15	63	6/13/06	4:59	64
H-54	10006 Lewisdale Road, Clarksburg	Residential	6/27/01	8:38	61	6/27/01	4:46	61
H-55	10196 Lewisdale Road, Clarksburg	Residential	6/27/01	8:35	53	6/27/01	4:45	54

TABLE 13: SUMMARY OF I-270 PEAK HOUR EXISTING MEASURED VS. PREDICTED NOISE LEVELS

Site #	LOCATION	LAND USE	AM Peak Period L_{eq}			PM Peak Period L_{eq}		
			Measured	Modeled	Noise Level Change	Measured	Modeled	Noise Level Change
H-1	103 Bralan Court, Gaithersburg	Residential	60	61	1	61	62	1
H-2	704 West Side Drive, Gaithersburg	Residential	65	64	-1	64	65	1
H-3	18 Autumn Hill Way, Gaithersburg	Residential	60	63	3	64	64	0
H-4	17000 Downing Street, Gaithersburg	Residential	76	73	-3	74	75	1
H-5	419 Perry Parkway, Gaithersburg	Residential	67	70	3	64	70	6
H-6	11200 Game Preserve Road, Gaithersburg	Residential	69	72	3	68	70	2
H-7	11535 Summer Oak Drive, Gunners Lake Village, Germantown	Residential	63	62	-1	63	61	-2
H-8	19056 Staleybridge Road, Middlebrook Mill, Germantown	Residential	58	61	3	-	61	NA ¹
H-9	11902 Rustic Park Court, Gunners Lake Village, Germantown	Residential	60	63	3	60	62	2
H-10	19300 Elderberry Terrace, Germantown	Residential	60	60	0	62	59	-3
H-11	12450 Milstone Center Drive Germantown	Hotel	60	59	-1	63	57	-6
H-12	13000 Woodcutter Circle, Germantown	Residential	60	59	-1	60	58	-2
H-13	Black Hill Regional Park, Germantown	Park	68	69	1	69	70	1
H-14	14220B Comus Road, Clarksburg	Residential	67	66	-1	69	68	-1
H-15	14300 Comus Road, Clarksburg	Residential	76	74	-2	74	74	0
H-16	24320 Frederick Road, Clarksburg	Residential	66	61	-5	67	61	-6
H-17	15300 Groghan Lane, Clarksburg	Residential	61	61	0	63	60	-3
H-18	9401 Dr Perry Road, Ijamsville	Residential	59	66	7	59	65	6
H-19	9812B Dr Perry Road, Ijamsville	Residential	53	56	3	53	55	2
H-20 ¹	8731 Fingerboard Road, Urbana ¹	Residential	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹
H-21	8994 Urbana Church Road, Urbana	Residential Historic Site	54	61	7	54	60	6
H-22	Urbana Community Park, Urbana	Park	54	57	3	55	58	3
H-23	8546 Fingerboard Road, Urbana	Residential	63	65	2	65	66	1
H-24	8358 Fingerboard Road, Urbana	Residential	66	66	0	64	65	1

TABLE 13: SUMMARY OF I-270 PEAK HOUR EXISTING MEASURED VS. PREDICTED NOISE LEVELS (CONTINUED)

Site #	LOCATION	LAND USE	AM Peak Period L_{eq}			PM Peak Period L_{eq}		
			Measured	Modeled	Noise Level Change	Measured	Modeled	Noise Level Change
H-25	4110 Araby Church Road, Frederick	Residential	59	60	1	59	59	0
H-26	Monocracy National Battlefield, Frederick	Park	67	70	3	68	71	3
H-27	SE Corner Baker Valley Road and I-270, Frederick	Historic Park	66	68	2	67	68	1
H-28	Monocracy National Battlefield, Frederick	Historic Park	67	69	2	63	68	5
H-29	Monocracy National Battlefield, Frederick	Historic Park	66	68	2	66	67	1
H-30	Monocracy National Battlefield, Frederick	Historic Park	54	57	3	52	55	3
H-31	7178 Canterbury Court, Frederick	Residential	71	71	0	70	70	0
H-32	5819 Farmgate Court, Frederick	Residential	61	70	9	64	70	6
H-33	420 Prospect Avenue, Frederick	Hotel	74	74	0	69	74	5
H-34	225 Wyngate Drive, Frederick	Residential	69	69	0	67	69	2
H-35	Frederick Memorial Park, Frederick	Cemetery	61	62	1	60	61	1
H-36	901 Walnut Street, Frederick	Residential	65	69	4	64	67	3
H-37	103 Fairview Avenue, Frederick	Residential	65	69	4	62	69	7
H-38	Play Area on Mercer Court, Frederick	Park	65	70	5	65	71	6
H-38A	101 New Castle Court, Frederick	Residential	69	70	1	69	70	1
H-39	Apartment Building at end of Carrol Pkwy, Frederick	Residential	69	67	-2	66	66	0
H-40	Scheifferstadt Museum and Gallery, Frederick	Historic Site	63	65	2	62	64	2
H-41	600 Apple Avenue, Frederick	Residential	72	72	0	70	71	1
H-42	616 Briggs Avenue, Frederick	Residential	69	71	2	69	70	1
H-43	1015 Columbind Drive, Unit 1A, Frederick	Residential	66	66	0	63	66	3
H-44	1418L Taney Avenue, Frederick	Residential	70	70	0	70	69	-1
H-45	1307 Pinewood Drive, Frederick	Residential	69	70	1	67	70	3

TABLE 13: SUMMARY OF I-270 PEAK HOUR EXISTING MEASURED VS. PREDICTED NOISE LEVELS (CONTINUED)

Site #	LOCATION	LAND USE	AM Peak Period L_{eq}			PM Peak Period L_{eq}		
			Measured	Modeled	Noise Level Change	Measured	Modeled	Noise Level Change
H-46	Rose Hill Manor Museum and Park, Frederick	Historic Site	68	69	1	70	69	-1
H-47	Rose Hill Manor Park, Frederick	Park	64	67	3	65	68	3
H-48	7936 Wormans Mill Road, Frederick	Residential	65	66	1	66	66	0
H-49	7945 Wormans Mill Road, Frederick	Historic Site	66	64	-2	66	64	-2
H-50	Beckley's Motel, Route. 15, Frederick	Residential	68	72	4	67	68	1
H-51	Rte. 15 northbound side, Fredrick	Residential	61	62	1	59	61	2
H-52	Middle Hedge Farm (Birely-Roelkey Farm), Frederick	Residential Historic Site	56	55	-1	54	55	1
H-53	Sunday Lane, Catoctin Manor Estates	Residential	63	60	-3	64	58	-6
H-54	10006 Lewisdale Road, Clarksburg	Residential	61	58	-3	61	57	-4
H-55	10196 Lewisdale Road, Clarksburg	Residential	53	60	7	54	60	6

¹ Site H-20 no longer exists.

In accordance with FTA noise impact assessment procedures, noise monitoring within the proposed transit corridor was collected at 25 representative residential locations (FTA Category 2) for a continuous duration of 24 hours to determine the average day-night L_{dn} noise level at each property. Twenty-five sites were selected adjacent to the proposed transit alignment and these are identified as “T-1” through “T-25”. These 25 representative monitoring locations are depicted in **Figure 8**. Seven additional representative residential sites were identified within the transit corridor and added to the current noise impact assessment effort. In the 2002 DEIS impact assessment, there were three sites identified as “Y-1” through “Y-3” near proposed operations and maintenance facilities. Under the current proposed transit alignment configuration, no additional noise measurement sites near any of the new proposed operations and maintenance facilities were identified close enough to warrant consideration in the current transit impact assessment. The sites evaluated in the 2002 DEIS are kept in the current study in the event these previously proposed operations and maintenance facilities are considered again in the future and to provide some measure of typical noise impact assessment elements associated with these type of facilities. A summary of the 24-hour day-night noise level measurements collected at each of these sites is presented in **Table 14**. The results of detailed hourly noise measurements obtained at each site are contained in **Appendix A**. In general, L_{dn} levels show less variability than short-term noise readings because the L_{dn} levels are time averaged over a 24-hour period. Within the proposed transit corridor, several existing measurement sites are located in isolated areas far removed from existing road traffic routes and other noise sources. Tranquil or low noise level conditions are considered to occur when ambient 24-hour L_{dn} noise levels are measured at levels of 63 dBA or lower. Measured day-night (L_{dn}) noise level conditions at or below 63 were recorded at 14 out of the 25 representative noise monitoring locations scattered throughout the transit corridor including sites T-1, T-2, T-4, T-6, T-7, T-10, T-12, T-17, T-18, T-20, and T-22 through T-25. Within the proposed transit corridor, day-night levels range from a low measured level of 57 dBA at site T-20 to a maximum L_{dn} level of 69 dBA at properties T-5 and T-7.

5. Noise Impacts and Mitigation Measures

a. Traffic Noise Impacts

According to SHA impact assessment procedures, traffic noise impacts occur when L_{eq} (1-hr) noise levels “approach” or “exceed” the NAC. The “approach” noise level is defined by SHA as occurring when the outdoor predicted peak hour traffic noise level (hourly L_{eq} in dBA) is 66 dBA or greater a Category B property. In addition, an impact can occur at a sensitive receptor (property) if predicted build noise levels “substantially” exceed existing levels. SHA defines a substantial increase as 10 dBA or more above existing noise levels, where the predicted levels will be greater than 57 decibels. Noise sensitive receptors identified with either predicted build noise levels of 66 dBA or greater or with substantial increases in noise levels will warrant abatement consideration. **Table 15** summarizes Year 2030 future traffic noise levels, which were estimated at all of the 55 highway sites along the proposed highway improvement corridor. These sites are shown in **Figure 8** and are identified by a capital “H” designation. Traffic data provided for the TNM noise modeling for determining future 2030 No Build and Build traffic data are contained in **Appendices L, M and N**.

**TABLE 14: SUMMARY OF NOISE MEASUREMENTS (L_{DN}) AT RESIDENTIAL LAND USES
FTA “CATEGORY 2” SITES ADJACENT TO TRANSIT CORRIDOR**

Site # ID		Location	Land Use	Date	L_{dn}
2007 Study	2002 Study				
T-1	T-N3	844 Elcroft Boulevard, Gaithersburg	Residential	5-30-06	63
T-2	T-N2	301 King Farm Boulevard, Gaithersburg	Residential	5-30-06	61
T-3	T-N8	9601 Fields Rd, Apt. 102, Gaithersburg	Residential	6-12-06	67
T-4	T-N9	9800 Fields Rd (English King Farm), Gaithersburg	Residential	6-13-06	61
T-5	T-N10	15303 Gable Ridge Ct. Apt J, Gaithersburg	Residential	6-13-06	69
T-6	T-1	9963 Foxborough Circle, Gaithersburg	Residential	5-17-06	63
T-7	T-2	141 Mission Drive, Gaithersburg	Residential	5-16-06	63
T-8	T-3	67 Pontiac Way, Gaithersburg	Residential	7-12-01	64
T-9	T-4	309 Leafcap Road, Gaithersburg	Residential	5-16-06	66
T-10	T-5	427 Upshire Circle, Gaithersburg	Residential	5-15-06	61
T-11	T-N4	300 High Gables Drive, Gaithersburg	Residential	5-31-06	65
T-12	T-N1	305 Swanton Lane, Gaithersburg	Residential	5-17-06	63
T-13	T-6	2 Purchase Street, Gaithersburg	Residential	5-15-06	68
T-14	T-7	869 Clopper Road, Gaithersburg	Residential	6-25-01	69
T-15	T-N5	Casey West Development, Gaithersburg	Residential	9-30-05	70
T-16	T-8	11210 Game Preserve Road, Gaithersburg	Residential	7-11-01	65
T-17	T-9	11535 Summer Oak Drove, Gunners Lake Village Germantown	Residential	6-27-01	60
T-18	T-10	11902 Rustic Park Court, Gunners Lake Village, Germantown	Residential	5-16-06	62
T-19	T-11	19353 Hottinger Circle, Germantown	Residential	7-9-01	66
T-20	T-12	19645 White Saddle Drive, The Colony, Germantown	Residential	6-27-01	57
T-21	T-N6	20518 Bridger Way, Germantown	Residential	5-30-06	65
T-22	T-N7	20844 Mountain Lake Terrace, Germantown	Residential	5-31-06	60
T-23	T-13	21161 Dorsey Mill Road, Germantown	Residential	6-12-06	61
T-24	T-14	6 Village Green Court, Germantown	Residential	6-27-06	62
T-25	T-15	13100 W. Old Baltimore Road The Beaj Estates, Germantown	Residential	7-11-01	59
N/A	Y-1	101 Redland Boulevard, Rockville	Residential	8-7-01	65
N/A	Y-2	9 Wicker Place, Gaithersburg	Residential	8-6-01	68
N/A	Y-3	11150 Game Preserve Road, Gaithersburg	Residential	8-7-01	63

TABLE 15: SUMMARY OF PEAK HOUR NOISE PREDICTIONS ADJACENT TO HIGHWAY ALTERNATIVES 6 AND 7

Site #	Location	Land Use	*Modeled Noise Levels L_{eq} (1 hr.) dBA							
			AM Peak Period				PM Peak Period			
			Existing	2030 No Build	2030 Alt. 6	2030 Alt. 7	Existing	2030 No Build	2030 Alt. 6	2030 Alt. 7
H-1	103 Bralan Court, Gaithersburg	Residential	61	61	67	65	62	64	68	65
H-2	704 West Side Drive, Gaithersburg	Residential	64	62	65	61	65	65	64	63
H-3	18 Autumn Hill Way, Gaithersburg	Residential	63	70	69	66	64	72	70	68
H-4	17000 Downing Street, Gaithersburg	Residential	73	79	80	80	75	80	83	79
H-5	419 Perry Parkway, Gaithersburg	Residential	70	72	74	74	70	73	77	72
H-6	11200 Game Preserve Road, Gaithersburg	Residential	72	75	81	80	70	76	79	79
H-7	11535 Summer Oak Drive, Gunners Lake Village, Germantown	Residential	62	61	65	65	61	63	64	64
H-8	19056 Staleybridge Road, Middlebrook Mill, Germantown	Residential	61	62	64	63	61	62	64	64
H-9	11902 Rustic Park Court, Gunners Lake Village, Germantown	Residential	63	68	75	75	62	71	74	73
H-10	19300 Elderberry Terrace, Germantown	Residential	60	69	73	72	59	70	73	72
H-11	12450 Milstone Center Drive Germantown	Hotel	59	58	64	63	57	59	63	64
H-12	13000 Woodcutter Circle, Germantown	Residential	59	59	64	63	58	60	63	64
H-13	Black Hill Regional Park, Germantown	Park	69	69	71	70	70	68	72	73
H-14	14220B Comus Road, Clarksburg	Residential	66	72	74	75	68	72	77	77
H-15	14300 Comus Road, Clarksburg	Residential	74	75	78	80	74	76	79	78
H-16	24320 Frederick Road, Clarksburg	Residential	61	60	64	65	61	61	65	65
H-17	15300 Groghan Lane, Clarksburg	Residential	61	58	61	63	60	59	63	62
H-18	9401 Dr Perry Road, Ijamsville	Residential	66	63	62	64	65	63	64	64
H-19	9812B Dr Perry Road, Ijamsville	Residential	56	63	64	66	55	60	66	65
H-20 ¹	8731 Fingerboard Road, Urbana ¹	Residential	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹

TABLE 15: SUMMARY OF PEAK HOUR NOISE PREDICTIONS ADJACENT TO HIGHWAY ALTERNATIVES 6 AND 7 (CONTINUED)

Site #	Location	Land Use	*Modeled Noise Levels L_{eq} (1 hr.) dBA							
			AM Peak Period				PM Peak Period			
			Existing	2030 No Build	2030 Alt. 6	2030 Alt. 7	Existing	2030 No Build	2030 Alt. 6	2030 Alt. 7
H-21	8994 Urbana Church Road, Urbana	Residential Historic Site	54	59	60	61	60	59	61	62
H-22	Urbana Community Park, Urbana	Park	54	58	60	61	58	59	62	63
H-23	8546 Fingerboard Road, Urbana	Residential	63	69	70	70	66	71	72	71
H-24	8358 Fingerboard Road, Urbana	Residential	66	75	77	79	65	76	79	80
H-25	4110 Araby Church Road, Frederick	Residential	59	59	62	63	59	60	64	65
H-26	Monocracy National Battlefield, Frederick	Park	67	74	76	76	71	75	78	78
H-27	SE Corner Baker Valley Road and I-270, Frederick	Historic Park	66	72	74	74	68	71	76	77
H-28	Monocracy National Battlefield, Frederick	Historic Park	67	71	73	74	68	76	76	77
H-29	Monocracy National Battlefield, Frederick	Historic Park	68	68	66	66	67	69	69	69
H-30	Monocracy National Battlefield, Frederick	Historic Park	57	74	78	78	55	80	80	81
H-31	7178 Canterbury Court, Frederick	Residential	71	71	79	79	70	72	78	78
H-32	5819 Farmgate Court, Frederick	Residential	70	69	78	78	70	70	77	78
H-33	420 Prospect Avenue, Frederick	Hotel	74	76	77	77	74	77	78	78
H-34	225 Wyngate Drive, Frederick	Residential	69	69	69	69	69	70	70	71
H-35	Frederick Memorial Park, Frederick	Cemetery	62	76	78	78	61	77	78	78
H-36	901 Walnut Street, Frederick	Residential	69	67	69	69	67	67	69	69
H-37	103 Fairview Avenue, Frederick	Residential	69	68	71	71	69	68	72	72
H-38	Play Area on Mercer Court, Frederick	Park	70	75	78	77	71	74	79	79
H-38A	101 New Castle Court, Frederick	Residential	70	74	78	80	70	74	78	80
H-39	Apartment Building at end of Carrol Pkwy, Frederick	Residential	67	66	72	72	66	66	72	72
H-40	Scheifferstadt Museum and Gallery, Frederick	Historic Site	65	66(41) ²	67(42) ²	68(43) ²	64	66(41) ²	68(48) ²	68(48) ²
H-41	600 Apple Avenue, Frederick	Residential	72	70	75	75	71	70	75	75

TABLE 15: SUMMARY OF PEAK HOUR NOISE PREDICTIONS ADJACENT TO HIGHWAY ALTERNATIVES 6 AND 7 (CONTINUED)

Site #	Location	Land Use	*Modeled Noise Levels L_{eq} (1 hr.) dBA							
			AM Peak Period				PM Peak Period			
			Existing	2030 No Build	2030 Alt. 6	2030 Alt. 7	Existing	2030 No Build	2030 Alt. 6	2030 Alt. 7
H-42	616 Briggs Avenue, Frederick	Residential	71	71	75	75	70	72	75	75
H-43	1015 Columbind Drive, Unit 1A, Frederick	Residential	66	65	68	68	66	66	69	69
H-44	1418L Taney Avenue, Frederick	Residential	70	66	69	73	69	66	68	74
H-45	1307 Pinewood Drive, Frederick	Residential	70	72	75	75	70	72	76	76
H-46	Rose Hill Manor Museum and Park, Frederick	Historic Site	69	71(46) ²	74(49) ²	74(49) ²	69	72(47) ²	75(50) ²	75(50) ²
H-47	Rose Hill Manor Park, Frederick	Park	67	72	74	75	68	72	76	76
H-48	7936 Wormans Mill Road, Frederick	Residential	66	70	72	72	66	71	73	73
H-49	7945 Wormans Mill Road, Frederick	Historic Site	64	68	68	68	64	69	69	69
H-50	Beckley's Motel, Route. 15, Frederick	Residential	72	73	75	75	68	73	74	74
H-51	Rte. 15 northbound side, Fredrick	Residential	62	64	66	67	61	66	68	68
H-52	Middle Hedge Farm (Birely-Roelkey Farm), Frederick	Residential Historic Site	55	57	60	61	55	58	61	61
H-53	Sunday Lane, Catoctin Manor Estates	Residential	60	62	63	62	58	62	62	63
H-54	10006 Lewisdale Road, Clarksburg	Residential	58	56	60	60	57	56	60	60
H-55	10196 Lewisdale Road, Clarksburg	Residential	60	59	60	60	60	59	60	60

¹ Site H-20 no longer exists.² Numbers shown in parenthesis are estimated interior noise levels.

Alternative 6 Traffic Noise Impact findings: Future predicted 2030 Build noise levels under the Alternative 6 highway design exceed the 66 dBA SHA Noise Abatement Criteria at 40 of the 55 representative noise monitoring locations. Predicted peak hour AM and PM noise level estimates yielded similar estimates, which is indicative that either peak hour travel time period is representative of peak traffic noise conditions. A review of estimated future 2030 noise level under Alternative 6 design conditions show that there will be 28 residential receptor locations where there will be impacts with the greatest concentration occurring in the northern portion of the corridor. There were 19 residential impacts predicted in Frederick County and nine residential impacts predicted in Montgomery County. The residential impacts in Montgomery County are projected to occur at sites H1, H-3 H-4, H-5, H-6, H-9, H-10, H-14 and H-15. In Frederick County residential impacts are predicted to occur at H-19, H-23, H-24, H-31, H-32, H-34, H-36, H-37, H-38A, H-39, H-41 through H-45, and H-48 through H-51. Noise impacts are also projected to occur at 12 non-residential noise sensitive land uses, such as Parks (H-13, H-38, & H-47), Hotel (H-33), Monocacy National Battlefield Historic Parklands (H-26 through H-30), Cemetery (H-35), and two Historic sites being used as museums (H-40, H-46).

Substantial noise level increases of 10 decibels or more over existing conditions are predicted to occur at six sites identified within the project study area as indicated in **Table 16**. These include Sites H-9 (12 dBA), H-10 (14 dBA), H-19 (11 dBA), H-24 (14 dBA), H-30 (25 dBA), and H-35 (17 dBA) for at least one peak hour time period.

Alternative 7 Traffic Noise Impact findings: Future predicted 2030 Build noise levels under the Alternative 7 highway design exceed the 66 dBA SHA Noise Abatement Criteria at 39 of the 55 representative noise monitoring locations. Predicted peak hour AM and PM noise level estimates yielded similar estimates, which is indicative that either peak hour travel time period is representative of peak traffic noise conditions. A review of estimated future 2030 noise level under Alternative 7 design conditions show that there will be 27 residential receptor locations where there will be impacts with the greatest concentration occurring in the northern portion of the corridor. There were 19 residential impacts predicted in Frederick County and eight residential impacts predicted in Montgomery County. The residential impacts in Montgomery County are projected to occur at sites H-3 H-4, H-5, H-6, H-9, H-10, H-14 and H-15. In Frederick County residential impacts are predicted to occur at H-19, H-23, H-24, H-31, H-32, H-34, H-36, H-37, H-38A, H-39, H-41 through H-45, and H-48 through H-51. Noise impacts are also projected to occur at 12 non-residential noise sensitive land uses, such as Parks (H-13, H-38, & H-47), Hotel (H-33), Monocacy National Battlefield Historic Parklands (H-26 through H-30), Cemetery (H-35), and Historic Sites used as museums (H-40, H-46).

Substantial noise level increases of 10 decibels or more over existing conditions are predicted to occur at seven sites identified within the project study area as indicated in **Table 16**. These include Sites H-9 (12 dBA), H-10 (13 dBA), H-19 (10 dBA), H-24 (15 dBA), H-30 (26 dBA), H-35 (17 dBA) and H-38A (10 dBA) for at least one peak hour time period. Noise sensitive land uses which do not have any outdoor space where frequent human activity occurs are assessed for potential impacts in the interior spaces of these land uses. Noise impact assessments for interior spaces are described the FHWA Category “E” land use activity category shown in **Table 6**. Within the I-270/US15 project study area, two such sites have been identified: H-40 and H-46 both of these properties are museums. At a Category “E” land use site, noise impact occurs when

TABLE 16: COMPARISON OF NOISE PREDICTION LEVELS BETWEEN EXISTING CONDITIONS, NO-BUILD AND BUILD ALTERNATIVES

Site #	Location	Land Use	Modeled Noise Levels L_{eq} (1-hr), dBA													
			AM Peak Period							PM Peak Period						
			Existing	2030 No Build	No Build minus Existing	2030 Alt. 6	Alt. 6 minus Existing	2030 Alt. 7	Alt. 7 minus Existing	Existing	2030 No Build	No Build minus Existing	2030 Alt. 6	Alt. 6 minus Existing	2030 Alt. 7	Alt. 7 minus Existing
H-1	103 Bralan Court, Gaithersburg	Residential	61	61	0	67	6	65	4	62	64	2	68	6	65	3
H-2	704 West Side Drive, Gaithersburg	Residential	64	62	-2	65	1	61	-3	65	65	0	64	-1	63	-2
H-3	18 Autumn Hill Way, Gaithersburg	Residential	63	70	7	69	6	66	3	64	72	8	70	6	68	4
H-4	17000 Downing Street, Gaithersburg	Residential	73	79	6	80	7	80	7	75	80	5	83	8	79	4
H-5	419 Perry Parkway, Gaithersburg	Residential	70	72	2	74	4	74	4	70	73	3	77	7	72	2
H-6	11200 Game Preserve Road, Gaithersburg	Residential	72	75	3	81	9	80	8	70	76	6	79	9	79	9
H-7	11535 Summer Oak Drive, Gunners Lake Village, Germantown	Residential	62	61	-1	65	3	65	3	61	63	2	64	3	64	3
H-8	19056 Staleybridge Road, Middlebrook Mill, Germantown	Residential	61	62	1	64	3	63	2	61	62	1	64	3	64	3
H-9	11902 Rustic Park Court, Gunners Lake Village, Germantown	Residential	63	68	5	75	12	75	12	62	71	9	74	12	73	11
H-10	19300 Elderberry Terrace, Germantown	Residential	60	69	9	73	13	72	12	59	70	11	73	14	72	13
H-11	12450 Milstone Center Drive Germantown	Hotel	59	58	-1	64	5	63	4	57	59	2	63	6	64	7
H-12	13000 Woodcutter Circle, Germantown	Residential	59	59	0	64	5	63	4	58	60	2	63	5	64	6
H-13	Black Hill Regional Park, Germantown	Park	69	69	0	71	2	70	1	70	68	-2	72	2	73	3
H-14	14220B Comus Road, Clarksburg	Residential	66	72	6	74	8	75	9	68	72	4	77	9	77	9
H-15	14300 Comus Road, Clarksburg	Residential	74	75	1	78	4	80	6	74	76	2	79	5	78	4
H-16	24320 Frederick Road, Clarksburg	Residential	61	60	-1	64	3	65	4	61	61	0	65	4	65	4
H-17	15300 Groghan Lane, Clarksburg	Residential	61	58	-3	61	0	63	2	60	59	-1	63	3	62	2

TABLE 16: COMPARISON OF NOISE PREDICTION LEVELS BETWEEN EXISTING CONDITIONS, NO-BUILD AND BUILD ALTERNATIVES (CONTINUED)

Site #	Location	Land Use	Modeled Noise Levels L_{eq} (1-hr), dBA													
			AM Peak Period							PM Peak Period						
			Existing	2030 No Build	No Build minus Existing	2030 Alt. 6	Alt. 6 minus Existing	2030 Alt. 7	Alt. 7 minus Existing	Existing	2030 No Build	No Build minus Existing	2030 Alt. 6	Alt. 6 minus Existing	2030 Alt. 7	Alt. 7 minus Existing
H-18	9401 Dr Perry Road, Ijamsville	Residential	66	63	-3	62	-4	64	-2	65	63	-2	64	-1	64	-1
H-19	9812B Dr Perry Road, Ijamsville	Residential	56	63	7	64	8	66	10	55	60	5	66	11	65	10
H-20 ¹	8731 Fingerboard Road, Urbana ¹	Residential	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹	NA ¹
H-21	8994 Urbana Church Road, Urbana	Residential Historic Site	54	59	5	60	6	61	7	60	59	-1	61	1	62	2
H-22	Urbana Community Park, Urbana	Park	54	58	4	60	6	61	7	58	59	1	62	4	63	5
H-23	8546 Fingerboard Road, Urbana	Residential	63	69	6	70	7	70	7	66	71	5	72	6	71	5
H-24	8358 Fingerboard Road, Urbana	Residential	66	75	9	77	11	79	13	65	76	11	79	14	80	15
H-25	4110 Araby Church Road, Frederick	Residential	59	59	0	62	3	63	4	59	60	1	64	5	65	6
H-26	Monocracy National Battlefield, Frederick	Park	67	74	7	76	9	76	9	71	75	4	78	7	78	7
H-27	SE Corner Baker Valley Road and I-270, Frederick	Historic Park	66	72	6	74	8	74	8	68	71	3	76	8	77	9
H-28	Monocracy National Battlefield, Frederick	Historic Park	67	71	4	73	6	74	7	68	76	8	76	8	77	9
H-29	Monocracy National Battlefield, Frederick	Historic Park	68	68	0	66	-2	66	-2	67	69	2	69	2	69	2
H-30	Monocracy National Battlefield, Frederick	Historic Park	57	74	17	78	21	78	21	55	80	25	80	25	81	26
H-31	7178 Canterbury Court, Frederick	Residential	71	71	0	79	8	79	8	70	72	2	78	8	78	8
H-32	5819 Farmgate Court, Frederick	Residential	70	69	-1	78	8	78	8	70	70	0	77	7	78	8
H-33	420 Prospect Avenue, Frederick	Hotel	74	76	2	77	3	77	3	74	77	3	78	4	78	4

TABLE 16: COMPARISON OF NOISE PREDICTION LEVELS BETWEEN EXISTING CONDITIONS, NO-BUILD AND BUILD ALTERNATIVES (CONTINUED)

Site #	Location	Land Use	Modeled Noise Levels L_{eq} (1-hr), dBA													
			AM Peak Period							PM Peak Period						
			Existing	2030 No Build	No Build minus Existing	2030 Alt. 6	Alt. 6 minus Existing	2030 Alt. 7	Alt. 7 minus Existing	Existing	2030 No Build	No Build minus Existing	2030 Alt. 6	Alt. 6 minus Existing	2030 Alt. 7	Alt. 7 minus Existing
H-34	225 Wyngate Drive, Frederick	Residential	69	69	0	69	0	69	0	69	70	1	70	1	71	2
H-35	Frederick Memorial Park, Frederick	Cemetery	62	76	14	78	16	78	16	61	77	16	78	17	78	17
H-36	901 Walnut Street, Frederick	Residential	69	67	-2	69	0	69	0	67	67	0	69	2	69	2
H-37	103 Fairview Avenue, Frederick	Residential	69	68	-1	71	2	71	2	69	68	-1	72	3	72	3
H-38	Play Area on Mercer Court, Frederick	Park	70	75	5	78	8	77	7	71	74	3	79	8	79	8
H-38A	101 New Castle Court, Frederick	Residential	70	74	4	78	8	80	10	70	74	4	78	8	80	10
H-39	Apartment Building at end of Carrol Pkwy, Frederick	Residential	67	66	-1	72	5	72	5	66	66	0	72	6	72	6
H-40	Scheifferstadt Museum and Gallery, Frederick	Historic Site	65	66(41) ²	1	67(42) ²	2	68(43) ²	3	64	66(41) ²	2	68(43) ²	4	68(43) ²	4
H-41	600 Apple Avenue, Frederick	Residential	72	70	-2	75	3	71	-1	71	70	-1	75	4	75	4
H-42	616 Briggs Avenue, Frederick	Residential	71	71	0	75	4	75	4	70	72	2	75	5	75	5
H-43	1015 Columbind Drive, Unit 1A, Frederick	Residential	66	65	-1	68	2	68	2	66	66	0	69	3	69	3
H-44	1418L Taney Avenue, Frederick	Residential	70	66	-4	69	-1	73	3	69	66	-3	68	-1	74	5
H-45	1307 Pinewood Drive, Frederick	Residential	70	72	2	75	5	75	5	70	72	2	76	6	76	6
H-46	Rose Hill Manor Museum and Park, Frederick	Historic Site	69	71(46) ²	2	74(49) ²	5	74(49) ²	5	69	72(47) ²	3	75(50) ²	6	75(50) ²	6

TABLE 16: COMPARISON OF NOISE PREDICTION LEVELS BETWEEN EXISTING CONDITIONS, NO-BUILD AND BUILD ALTERNATIVES (CONTINUED)

Site #	Location	Land Use	Modeled Noise Levels L_{eq} (1-hr), dBA													
			AM Peak Period							PM Peak Period						
			Existing	2030 No Build	No Build minus Existing	2030 Alt. 6	Alt. 6 minus Existing	2030 Alt. 7	Alt. 7 minus Existing	Existing	2030 No Build	No Build minus Existing	2030 Alt. 6	Alt. 6 minus Existing	2030 Alt. 7	Alt. 7 minus Existing
H-47	Rose Hill Manor Park, Frederick	Park	67	72	5	74	7	75	8	68	72	4	76	8	76	8
H-48	7936 Wormans Mill Road, Frederick	Residential	66	70	4	72	6	72	6	66	71	5	73	7	73	7
H-49	7945 Wormans Mill Road, Frederick	Historic Site	64	68	4	68	4	68	4	64	69	5	69	5	69	5
H-50	Beckley's Motel, Route. 15, Frederick	Residential	72	73	1	75	3	75	3	68	73	5	74	6	74	6
H-51	Rte. 15 northbound side, Fredrick	Residential	62	64	2	66	4	67	5	61	66	5	68	7	68	7
H-52	Middle Hedge Farm (Birely-Roelkey Farm), Frederick	Residential Historic Site	55	57	2	60	5	61	6	55	58	3	61	6	61	6
H-53	Sunday Lane, Catoclin Manor Estates	Residential	60	62	2	63	3	62	2	58	62	4	62	4	63	5
H-54	10006 Lewisdale Road, Clarksburg	Residential	58	56	-2	60	2	60	2	57	56	-1	60	3	60	3
H-55	10196 Lewisdale Road, Clarksburg	Residential	60	59	-1	60	0	60	0	60	59	-1	60	0	60	0

¹ Site H-20 no longer exists.² Numbers shown in parenthesis are estimated interior noise levels.

interior noise levels exceed 51 dBA. Assuming that both museum buildings have central air conditioning and therefore are operating under closed window conditions, an average 25 dBA noise reduction can be expected to occur as traffic noise transmits through inoperable double glazed windows. Under these conditions, future Build interior noise levels estimated at the two museums would be below the FHWA Category “E” impact threshold. Estimated interior noise levels at these two sites are shown in parenthesis in **Table 15**.

b. Transit Noise Impacts

In assessing the environmental impact of proposed LRT and BRT alignments as a means to provide a conservative estimate of the future noise environment, a level terrain between the alignments and the surrounding community was assumed and shielding offered by intervening buildings between rail alignment and representative noise sensitive receptors was ignored. Noise impacts were determined at 25 representative noise monitoring locations which are identified in **Figure 8** (plates 1 and 2), by applying the FTA guidelines contained in **Transit Noise and Vibration Impact Assessment** (FTA, May 2006). The impact assessment was completed at locations where nighttime sensitivity to noise is assumed to be the utmost importance and therefore was limited to buildings where people normally sleep such as residences, hospitals, and hotels. These types of properties are described in **Table 9** as FTA Category 2 land uses. All 25 representative noise sensitive sites selected for impact assessment were residential properties; no hospitals or hotels within the corridor are in close enough proximity to the transit alignment to warrant evaluation. In accordance with FTA requirements to accurately determine if noise impacts will occur, it is necessary to establish the existing baseline ambient noise environment at each representative location. Long-term 24-hour noise measurements were collected at each of the 25 sites and then the existing day-night noise level or L_{dn} level was computed based on those noise measurements. Future noise levels from forecasted transit operations were then determined and these computed noise levels were compared to the threshold impact levels shown in **Table 11** to determine if a noise impact will occur. An illustrative example is how transit noise impacts are determined is described below.

Example – FTA Noise Impact assessment Procedure was applied to a “Category 2” land use type. (Site T-1, see **Table 17**).

- Site – T-1
- Distance from Tracks: 70 feet
- Train Speed: 23 mph
- Measured 24 hour day-night noise level (presented in **Table 14**) is 63 L_{dn} (dBA)
- Estimated L_{dn} noise level from future LRT operations (project generated noise contribution) at site T-1 is calculated to be 56 L_{dn} dBA (shown in **Table 17**) determined using the FTA calculation procedure.
- Project Noise Impact Exposure threshold level is 60-65 L_{dn} dBA (indicated in **Table 11**)
- Entering **Table 11** (Noise Levels Defining Impact for Transit Projects) with a measured day-night L_{dn} level of 63 dBA, a project generated noise level of 59 dBA or less will

result in “no impact” condition, as is the case here with site T-1, with a project generated L_{dn} level estimate of only 56 dBA.

- For an “impact” condition to occur at site T-1, the noise exposure from project generated LRT operations would have to be in the 60–65 L_{dn} dBA range, and for a “severe impact” to occur, noise levels from LRT operations would need to exceed an L_{dn} level of 65 dBA. The 56 L_{dn} level of estimated at T1 is 4 decibels below the impact threshold.

Following the same impact analysis procedure, the proposed project noise impacts at the remaining sites from the future LRT operations were determined and the results of the analysis are shown in **Table 17**, with and without train horn noise. The additional noise impact assessment due to horn blowing was completed at properties which were within 1000 feet of proposed at-grade crossings where horn noise annoyance could be a noise contributing factor.

c. Transit Noise Impact Findings

Following the FTA noise calculation procedure, future noise levels from LRT and BRT operations were estimated at each of the representative 25 noise-monitoring locations, with the impact assessment findings summarized in **Table 17** and **Table 18**. LRT noise impacts were determined with and without train horn noise contribution. Detailed hour-by-hour LRT noise calculations, at the noise monitoring sites, are contained in **Appendix B** of this document. Noise impacts from LRT operations with or without horn noise are projected to occur at 4 residential properties (T-11, T-18, T-20 and T-21) within the transit corridor. These 4 impacted properties were determined to be within the FTA “Moderate Impact” classification with no properties identified reaching the “Severe Impact” category.

Horn noise impact assessment was completed at sites located within 1,000 feet of proposed at-grade crossings, which includes sites T-5, T-10, T-11, T-19 and T-20. Noise impacts identified with horn noise are projected to occur at site T-11. At this property, estimated day–night noise levels (L_{dn}), with the horn blowing was determined to be approximately the same 61-dBA L_{dn} level as that estimated without the horn blowing. The overall horn noise contribution was determined to be a fraction of a decibel and did not perceptibly increase the overall estimated total day–night noise level at this location. Consequently, the analysis findings indicate that horn noise contributions will not cause any new impacts to occur at sites where horn noise contribution is a factor.

There were no noise impacts identified under the proposed BRT alternative (**Table 18**). Detailed hour-by-hour BRT noise calculations, at each of the noise monitoring sites, are contained in **Appendix C** of this document.

TABLE 17: EXISTING NOISE EXPOSURE, PROJECTED FUTURE LRT NOISE EXPOSURE AND IMPACT ASSESSMENT USING FTA CRITERIA

Site #	Description	Approximate Distance to LRT Tracks (Feet)	Average LRT Speeds (miles/hr)	Existing Noise L _{dn}	Build Alternative Noise Level Estimate Without train horns L _{dn} Impact	Build Alternative Noise Level Estimate With train horns L _{dn} Impact
T-1	844 Elcroft Boulevard, Gaithersburg	70	23	63	56 NO IMPACT	Horn Not Blown
T-2	301 King Farm Boulevard, Gaithersburg	70	23	61	56 NO IMPACT	Horn Not Blown
T-3	9601 Fields Rd, Apt. 102, Gaithersburg	90	23	67	58 NO IMPACT	Horn Not Blown
T-4	9800 Fields Rd (English King Farm), Gaithersburg	80	27	61	56 NO IMPACT	Horn Not Blown
T-5	15303 Gable Ridge Ct. Apt J, Gaithersburg	170	27	69	51 NO IMPACT	60 NO IMPACT
T-6	9963 Foxborough Circle, Gaithersburg	130	15	63	48 NO IMPACT	Horn Not Blown
T-7	141 Mission Drive, Gaithersburg	210	39	63	53 NO IMPACT	Horn Not Blown
T-8	67 Pontiac Way, Gaithersburg	230	30	64	50 NO IMPACT	Horn Not Blown
T-9	309 Leafcap Road, Gaithersburg	110	38	66	57 NO IMPACT	Horn Not Blown
T-10	427 Upshire Circle, Gaithersburg	210	38	61	53 NO IMPACT	53 NO IMPACT
T-11	300 High Gables Drive, Gaithersburg	70	40	65	61 MODERATE IMPACT	61 MODERATE IMPACT
T-12	305 Swanton Lane, Gaithersburg	90	32	63	57 NO IMPACT	Horn Not Blown
T-13	2 Purchase Street, Gaithersburg	135	33	68	54 NO IMPACT	Horn Not Blown
T-14	869 Clopper Road, Gaithersburg	85	27	69	56 NO IMPACT	Horn Not Blown
T-15	Casey West Development, Gaithersburg	40	33	70	63 NO IMPACT	Horn Not Blown
T-16	11210 Game Preserve Road, Gaithersburg	160	33	65	58 NO IMPACT	Horn Not Blown
T-17	11535 Summer Oak Drove, Gunners Lake Village Germantown	340	47	60	52 NO IMPACT	Horn Not Blown

TABLE 17: EXISTING NOISE EXPOSURE, PROJECTED FUTURE LRT NOISE EXPOSURE AND IMPACT ASSESSMENT USING FTA CRITERIA (CONTINUED)

Site #	Description	Approximate Distance to LRT Tracks (Feet)	Average LRT Speeds (miles/hr)	Existing Noise L_{dn}	Build Alternative Noise Level Estimate Without train horns L_{dn} Impact	Build Alternative Noise Level Estimate With train horns L_{dn} Impact
T-18	11902 Rustic Park Court, Gunners Lake Village, Germantown	55	35	62	61 MODERATE IMPACT	Horn Not Blown
T-19	19353 Hottinger Circle, Germantown	270	35	66	51 NO IMPACT	57 NO IMPACT
T-20	19645 White Saddle Drive, The Colony, Germantown	90	31	57	57 MODERATE IMPACT	Horn Not Blown
T-21	20518 Bridger Way, Germantown	50	28	65	64 MODERATE IMPACT	Horn Not Blown
T-22	20844 Mountain Lake Terrace, Germantown	90	28	60	56 NO IMPACT	Horn Not Blown
T-23	21161 Dorsey Mill Road, Germantown	110	13	61	48 NO IMPACT	Horn Not Blown
T-24	6 Village Green Court, Germantown	135	23	62	52 NO IMPACT	Horn Not Blown
T-25	13100 W. Old Baltimore Road The Beaj Estates, Germantown	100	28	59	55 NO IMPACT	57 NO IMPACT

- Existing L_{dn} noise levels are derived from 24 hour monitoring at each Location.
- Headways of 10 minutes (4 AM to 5:30 AM , 9:30 AM to 4:30 PM & 7:30 PM to 9 PM), 6 minutes (5:30 AM to 9:30 AM & 4:30 PM to 7:30 PM) and 15 minutes (9 PM to 1 AM) were used for the impact assessment, with no service from 1 AM to 4 AM.
- Land use at each site is residential.

TABLE 18: EXISTING NOISE EXPOSURE, PROJECTED FUTURE BRT NOISE EXPOSURE AND IMPACT ASSESSMENT USING FTA CRITERIA

Site #	Description	Approximate Distance to BRT Guideway feet	Average BRT Speeds miles/hr	Existing Noise L_{dn}	BRT Build Alternative Noise L_{dn} Impact
T-1	844 Elcroft Boulevard, Gaithersburg	70	21	63	58 NO IMPACT
T-2	301 King Farm Boulevard, Gaithersburg	70	21	61	58 NO IMPACT
T-3	9601 Fields Rd, Apt. 102, Gaithersburg	90	20	67	57 NO IMPACT
T-4	9800 Fields Rd (English King Farm), Gaithersburg	80	23	61	57 NO IMPACT
T-5	15303 Gable Ridge Ct. Apt J, Gaithersburg	170	23	69	52 NO IMPACT
T-6	9963 Foxborough Circle, Gaithersburg	130	17	63	56 NO IMPACT
T-7	141 Mission Drive, Gaithersburg	210	34	63	52 NO IMPACT
T-8	67 Pontiac Way, Gaithersburg	230	27	64	49 NO IMPACT
T-9	309 Leafcap Road, Gaithersburg	110	37	66	53 NO IMPACT
T-10	427 Upshire Circle, Gaithersburg	210	37	61	49 NO IMPACT
T-11	300 High Gables Drive, Gaithersburg	70	40	65	55 NO IMPACT
T-12	305 Swanton Lane, Gaithersburg	90	39	63	54 NO IMPACT
T-13	2 Purchase Street, Gaithersburg	135	30	68	52 NO IMPACT
T-14	869 Clopper Road, Gaithersburg	85	26	69	55 NO IMPACT
T-15	Casey West Development, Gaithersburg	40	32	70	59 NO IMPACT
T-16	11210 Game Preserve Road, Gaithersburg	160	32	65	50 NO IMPACT
T-17	11535 Summer Oak Drove, Gunners Lake Village Germantown	340	47	60	43 NO IMPACT
T-18	11902 Rustic Park Court, Gunners Lake Village, Germantown	55	35	62	56 NO IMPACT

TABLE 18: EXISTING NOISE EXPOSURE, PROJECTED FUTURE BRT NOISE EXPOSURE AND IMPACT ASSESSMENT USING FTA CRITERIA (CONTINUED)

Site #	Description	Approximate Distance to BRT Guide-way feet	Average BRT Speeds miles/hr	Existing Noise L_{dn}	BRT Build Alternative Noise L_{dn} Impact
T-19	19353 Hottinger Circle, Germantown	270	35	66	46 NO IMPACT
T-20	19645 White Saddle Drive, The Colony, Germantown	90	28	57	54 NO IMPACT
T-21	20518 Bridger Way, Germantown	50	28	65	57 NO IMPACT
T-22	20844 Mountain Lake Terrace, Germantown	90	28	60	53 NO IMPACT
T-23	21161 Dorsey Mill Road, Germantown	110	13	61	55 NO IMPACT
T-24	6 Village Green Court, Germantown	135	20	62	52 NO IMPACT
T-25	13100 W. Old Baltimore Road The Beaj Estates, Germantown	100	28	59	52 NO IMPACT

- Existing L_{dn} noise levels are derived from 24 hour monitoring at each Location.
- BRT vehicles are assumed to be Hybrid Buses (Buses with full-time diesel engines and electric drive motors).
- Land use at each site is residential.

An additional noise impact assessment was completed applying the APTA and WMATA guidelines as described in **Table 7** and **Table 8**, respectively. These criteria specify maximum allowable limits for single pass-by train noise levels (L_{max}) for specific types of community based area wide land use categories. The results of the analysis, presented in **Table 19**, show that pass-by noise level exceedances are projected to occur at 10 locations: sites T-11, T-12, T-13, T-14, T-16, T-18, T-20, T-21, T-22 and T-25.

i. Operations and Maintenance Facilities

Of the many locations that were considered for locating a train yard, three locations are found to be potentially sensitive to noise from operations and maintenance operations. The three locations are: 1) Redland Boulevard in Rockville, 2) Wicker Place in Caulfield, and 3) Game Preserve Road in Gaithersburg. All of the three sites are within 350 feet of residential land uses. The nearest residence in each potential operations and maintenance site was also a 24-hour continuous noise monitoring site. Measured L_{dn} noise levels at the closest sensitive monitoring sites are the following: at site Y1, at a distance of 250 feet from the operations and maintenance boundary, the measured noise level was 65 L_{dn} ; at site Y2, at a distance of 150 feet from the site boundary, the measured noise level was 68 L_{dn} ; and at site Y3, at a distance of 359 feet from the site boundary, the measured noise level was 63 L_{dn} . The measured noise levels are typical of outdoor noise levels near moderate to heavy traffic on nearby roads.

TABLE 19: ESTIMATED FUTURE BUILD NOISE LEVELS ($L_{\max}$) FOR TRAIN OPERATIONS

Site	Description	Land Use	Community Area Category	Train Speed (mph)	Track to Receptor Distance (feet)	Estimated LRT Noise $L_{\max}$ Levels (dBA)	WMATA Impact Yes/No	APTA Impact Yes/No
T-1	844 Elcroft Boulevard, Gaithersburg	Residential	High Density Multi-Family	23	70	75	No Impact	No Impact
T-2	301 King Farm Boulevard, Gaithersburg	Residential	High Density Multi-Family	23	70	75	No Impact	No Impact
T-3	9601 Fields Rd, Apt. 102, Gaithersburg	Residential	High Density Multi-Family	23	90	74	No Impact	No Impact
T-4	9800 Fields Rd (English King Farm), Gaithersburg	Residential	High Density Multi-Family	27	80	75	No Impact	No Impact
T-5	15303 Gable Ridge Ct. Apt J, Gaithersburg	Residential	High Density Multi-Family	27	170	73	No Impact	No Impact
T-6	9963 Foxborough Circle, Gaithersburg	Residential	High Density Multi-Family	15	130	71	No Impact	No Impact
T-7	141 Mission Drive, Gaithersburg	Residential	Low Density Single Family	39	210	74	No Impact	No Impact
T-8	67 Pontiac Way, Gaithersburg	Residential	High Density Multi-Family	30	230	73	No Impact	No Impact
T-9	309 Leafcap Road, Gaithersburg	Residential	High Density Multi-Family	38	110	76	No Impact	No Impact
T-10	427 Upshire Circle, Gaithersburg	Residential	Average Single Family	38	210	74	No Impact	No Impact
T-11	300 High Gables Drive, Gaithersburg	Residential	Average Multi-Family	40	70	77	Impact	Impact
T-12	305 Swanton Lane, Gaithersburg	Residential	High Density Single Family	32	90	76	Impact	Impact
T-13	2 Purchase Street, Gaithersburg	Residential	Average Multi-Family	33	135	75	Impact	Impact

TABLE 19: ESTIMATED FUTURE BUILD NOISE LEVELS ($L_{\max}$) FOR TRAIN OPERATIONS (CONTINUED)

Site	Description	Land Use	Community Area Category	Train Speed (mph)	Track to Receptor Distance (feet)	Estimated LRT Noise $L_{\max}$ Levels (dBA)	WMATA Impact Yes/No	APTA Impact Yes/No
T-14	869 Clopper Road, Gaithersburg	Residential	Average Multi-Family	27	85	75	Impact	Impact
T-15	Casey West Development, Gaithersburg	Residential	High Density Multi-Family	33	40	77	No Impact	No Impact
T-16	11210 Game Preserve Road, Gaithersburg	Residential	Low Density Single Family	33	160	74	Impact	Impact
T-17	11535 Summer Oak Drove, Gunners Lake Village Germantown	Residential	High Density Multi-Family	47	340	73	No Impact	No Impact
T-18	11902 Rustic Park Court, Gunners Lake Village, Germantown	Residential	Average Single Family	35	55	77	Impact	Impact
T-19	19353 Hottinger Circle, Germantown	Residential	High Density Multi-Family	35	270	73	No Impact	No Impact
T-20	19645 White Saddle Drive, The Colony, Germantown	Residential	Average Multi-Family	31	90	75	Impact	Impact
T-21	20518 Bridger Way, Germantown	Residential	Average Multi-Family	28	50	76	Impact	Impact
T-22	20844 Mountain Lake Terrace, Germantown	Residential	Average Multi-Family	28	90	75	Impact	Impact
T-23	21161 Dorsey Mill Road, Germantown	Residential	Average Single Family	13	110	71	No Impact	No Impact
T-24	6 Village Green Court, Germantown	Residential	High Density Single Family	23	135	73	No Impact	No Impact
T-25	13100 W. Old Baltimore Road The Beaj Estates, Germantown	Residential	Low Density Single Family	28	100	75	Impact	Impact

The principal sources of noise that are likely to generate annoyance in residences near transit system yards include moving transit cars with auxiliary equipment, trains negotiating tight curves (wheel squeal noise), car wash facilities, pings, clicks and bangs which occur as the wheels pass through switches and over frogs and joints in the special track work included in the yard, train car coupling impacts, maintenance and storage operations and public address system. These sources produce randomly occurring noises that are of considerably different character than typical community background noise and therefore, if higher than the background noise level, they can be noticeable and intrusive. Most of the noises produced by the transit vehicles are controlled to a level that would avoid impact on adjacent areas unless the separation distance from the operations and maintenance facilities with the residential area is small.

Auxiliary equipment on modern transit cars are required to meet specified noise levels for individual equipment. With all of the equipment operating, the maximum noise level is generally found to be 60 dBA at 50 feet from the center of the vehicle. Train speeds in yards are generally limited to a maximum of 15 to 20 mph so that noise from the moving trains is generally 70 dBA at 50 feet, and usually is considerably less—in the range of 60 to 65 dBA at 50 feet. Because of the noise limit specifications on vehicle auxiliary and propulsion equipment and because of low train speeds in yards, the general rolling noise due to train operations on tangent tracks does not result in noise impact in adjacent communities and is comparable to and compatible to typical community background noise.

Table 20 indicates typical noise levels expected at 50, 100, 300, and 600 feet from two-car trains stopped or moving on tangent yard tracks. Noise levels from longer trains will be somewhat higher. Included are the expected noise levels when train noise is shielded by a wall. At receptors Y1, Y2, and Y3, even without a noise wall train noise levels in the operations and maintenance facilities will be considerably reduced and in all cases, they will satisfy the allowable maximum noise limits in residential areas. Estimated maximum levels at the nearest residential receptors Y1, Y2 and Y3 are 64 dBA, 61 dBA and 60 dBA, respectively. At all of the residential sites, the train noise levels will be masked by the existing noise from traffic and other community sources.

TABLE 20: NOISE LEVELS FROM TWO-CAR TRAINS OPERATING ON YARD TRACKS

Noise Source	Distance from Track Centerline			
	50 ft	100 ft	300 ft	600ft
Car Stationary Auxiliaries Operating	61	57	47	41
Train Moving at 20 mph Aerial Structure				
— No Shielding	73	69	60	54
— With Sound Barrier Wall	68	64	55	49
Ballast and Tie				
-- No Shielding	70	66	57	51
-- With Sound Barrier Wall	62	58	49	43
-- Deep cut	55	51	42	36

Maintenance activities will be performed inside enclosed buildings, and noise from the maintenance activities is not expected result in impact at the residential receptors. However, there are many other high-level intermittent noises and noise from wheel squeal associated with trains negotiating tight curves. These activities are expected to take place 24 hours a day. After applying distance correction from the site boundary, total noise from all of the operations and maintenance activities is estimated at 67 L_{dn} at Y1, 70 L_{dn} at Y2, and 65 L_{dn} at Y3. With existing noise levels of 65 L_{dn} at Y1, 68 L_{dn} at Y2 and 63 L_{dn} at Y3, the around-the-clock operations and maintenance activities are expected to result in noise impacts at all three sites. Though the operations and maintenance activities' noise levels from moving trains and from other sources would generally be acceptable during the daytime at most of the residential sites, it would be unacceptable at the nighttime. It is recommended that noise-producing operations and maintenance activities be limited to daytime hours. However, some of the operations and maintenance noise, such as wheel squeal and switch frog noise, are known to generate high levels of pure tone and impulse noise with distinguishable audible characteristics, and could be annoying to residents within 350 feet. Mitigation methods are available to reduce noise from wheel squeal and from switch frogs. These measures include wheel and rail lubrication, and spring frogs or moveable point frogs. Mitigation measures should be implemented to avoid nuisance from nighttime outdoor operations and maintenance activities.

d. Traffic Noise Mitigation

Sites at which traffic noise impacts were identified were considered for mitigation. Primary consideration is to be given to exterior areas where frequent human use occurs and a lowered noise level would be of benefit; reasonable effort should be made to obtain substantial noise reductions.

e. Evaluation of Alternative Abatement Measures

Alternative abatement measures were evaluated to determine their effectiveness in substantially reducing the predicted design year noise levels in exposed segments of the project corridor. Alternative abatement measures include:

- Traffic management procedures
- Alteration of roadway horizontal or vertical alignments
- Acquisition of undeveloped property for use as buffer zones
- Construction of noise barriers within the right-of-way

Traffic management measures include enforcing lower speed limits and/or limiting the highway to automobiles and medium trucks. Speeds would have to be lowered 15 to 20 mph from operating speeds to achieve a noticeable (5 dBA) reduction. For interstate highways, such restrictions would not be practical.

Alteration of roadway alignment is not practical because the project involves improvements to an existing alignment. Acquisition of property for buffer zones can reduce noise impacts, where unimproved property exists between noise sensitive receptors and the corridor. No such opportunity exists along the affected segments of the project corridor.

Consequently, the only reasonable available abatement measure for the I-270 project consists of erecting noise barriers within the right-of-way. Noise abatement measures should be feasible and reasonable in that they provide a substantial reduction in noise levels and can be implemented at a reasonable cost.

f. SHA Noise Abatement Policy

It is SHA's policy that the decision to provide sound barriers will be made after an evaluation of the feasibility and reasonableness of constructing such barriers. Only barriers that are determined to be feasible and reasonable will be approved.

SHA's policy is applicable to all projects funded with Federal and/or State funds. This project is classified as a "Type I" project, which may involve the construction of a highway on new location or in this case the physical alteration of an existing highway by significantly changing either the horizontal or vertical alignment or by increasing the number of through-traffic lanes. Details of SHA's noise abatement policy are provided below.

g. Sound Barrier Feasibility and Reasonableness

The determination of the feasibility and reasonableness of providing sound barriers involves the factors described below.

i. *Feasibility*

Sound barrier feasibility is defined as the engineering and acoustical ability to provide effective noise reduction. Sound barrier feasibility will be based upon the following considerations:

1. If noise levels cannot be reduced by at least 3 decibels at impacted receptors, a noise barrier will not be considered feasible. The noise reduction goal for receptors with the highest noise levels (first row receptors) is 7–10 decibels. If a noise reduction of 7–10 decibels cannot be achieved, the barrier will be considered not feasible.

Noise sensitive receptors include residences, schools, churches, historical areas, cultural resources, and other places which people use that can be adversely affected by highway noise.

2. If the placement of a sound barrier will restrict pedestrian or vehicular access or would cause a safety problem, such as limiting sight distance or reduction of a vehicle recovery area, the barrier will not be considered feasible.
3. If the construction of a sound barrier will result in significant utility impacts, the barrier will not be considered feasible. Significant utility adjustments can have a major impact on barrier design options and construction costs.
4. If the construction of a sound barrier will have an impact upon existing drainage, it could be considered not to be feasible. Drainage is an important element in the location and design of a sound barrier. The potential for impact to drainage patterns and systems and flooding will be considered in the overall decision on whether construction is feasible and reasonable.

ii. Reasonableness

Each individual impact area will also be evaluated to determine if construction of a sound barrier is reasonable. Reasonableness will be based upon the following:

1. If 75% of the impacted residents do not approve of the proposed sound barrier, the barrier could be considered not reasonable.
2. For Type I projects, if existing noise levels are expected to increase by 10 decibels or more, but will be less than 57 decibels, a sound barrier will be considered not reasonable.
3. For Type I projects, if a change over No-Build levels of less than 3 decibels would result from Build conditions, a sound barrier could be considered not reasonable.
4. In the assessment of the No-Build to Build noise level change, consideration will be given to the cumulative effects of highway improvements made after the original highway construction. If the cumulative increase in design year Build noise levels at noise sensitive receivers that existed when prior improvements were made is equal to or greater than 3 decibels, noise abatement could be considered reasonable.
5. If noise levels equal or exceed 72 decibels at impacted noise sensitive receivers, SHA will consider a sound barrier reasonable for any proposed highway expansion that will increase noise levels, provided that other feasibility and reasonableness criteria are met.
6. If the cost of a sound barrier will exceed \$100,000 per benefited residence, the barrier will be considered not reasonable. The cost per benefited residence is determined by dividing the cost of a sound barrier by the total number of benefited residences. The total number of benefited residences will be the sum of the following:
 - a. The number of impacted residences that would receive a 3 decibel or greater noise reduction.
 - b. The number of non-impacted residences (noise levels below 66 dBA L_{eq}) that would receive a 5 decibel or greater noise reduction.
 - c. The number of impacted and non-impacted non-residential noise sensitive receivers (schools, churches, etc.) that would benefit from a sound barrier.

All benefited receptors will be included in the cost per benefited residence calculation. Non-residential receptors such as schools, churches, historic districts, etc. will be considered as equivalent residences for cost per benefited calculations, based upon up to 10 equivalent residences for each use. Furthermore, a single historic site counts as 2 equivalent residences.

Sound barrier cost is based upon the estimated total cost of the barrier system, i.e., posts, panels, foundations and retaining walls required solely to support the sound barrier plus engineering and overhead. The most recent five years of bidding experience will be used to calculate the square foot factor used to estimate barrier cost. If the cost of a barrier exceeds the \$100,000 maximum, SHA will fund up to the maximum, if the balance is available from another source or sources. SHA will work with the local jurisdiction on options for alternative funding.

For Type I projects, SHA will consider both cost per benefited residence for individual noise sensitive areas and the average cost per benefited residence for the entire project in determining reasonableness. Noise sensitive areas with a cost per benefited residence of less than \$200,000 would be included in the project cost averaging. If the average cost per benefited residence for the project is less than \$100,000, sound barriers will be considered reasonable.

7. If a very tall sound barrier would have to be located close to the impacted receptors, and would have a negative visual impact, construction of the barrier could be considered not to be feasible. The relationship of the location of a sound barrier to the protected receptors will be considered in making a reasonableness determination.
8. If the construction of a sound barrier will result in an impact to a Section 4(f) resource, it could be determined not to be reasonable. Section 4(f) resources include publicly owned recreation areas and parks, wildlife areas, conservation areas and historic sites that are either on or considered eligible for the National Register of Historic Places.

Reasonableness will consider the significance of impact and the feasibility of avoidance. A Section 4(f) evaluation will be prepared as required by federal regulations and consultation and coordination with those responsible for the resource will be carried out and documented.

The control of a new development adjacent to state highways in high noise zones at the local level is critical to the overall abatement of highway noise. Sound barrier reasonableness will consider the local priority on approving new development adjacent to state highways in the determination of providing noise abatement for highway construction or reconstruction projects.

A feasibility and reasonableness worksheet as described in **Table 21** was completed for each noise barrier location evaluated. The worksheet for Type I projects will be initially completed during the environmental clearance phase of project development and finalized during and prior to the completion of final project engineering. The worksheets are contained in **Appendix G** for Alternative 6 and **Appendix H** for Alternative 7.

It is SHA's policy to make final decisions on the construction of Type I sound barriers during the final design phase of project development, after final horizontal and vertical alignments are determined and a detailed engineering analysis of the feasibility and reasonability of noise abatement can be made. Barriers that meet the SHA criteria as accepted by FHWA will be constructed.

TABLE 21: CRITERIA FOR DETERMINATION FEASIBILITY AND REASONABLENESS OF NOISE ABATEMENT**NOISE SENSITIVE AREA**

FEASIBILITY CRITERIA		YES	NO
1.	Noise Levels can be reduced by 7 dBA or more at impacted receptors		
2.	Placement of a barrier will not restrict pedestrian or vehicular access		
3.	Construction of a barrier will not cause safety or maintenance problems		
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.		
5.	Noise barrier will not have significant adverse impact on Section 4(f) resource		
6.	There are no non-highway noise sources the would reduce barrier effectiveness		
REASONABLENESS CRITERIA		YES	NO
1.	Majority of impacted receptors will receive a 7 dBA or greater noise reduction		
2.	75% or more of impacted and benefited residents approve of the proposed noise abatement		
3.	A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		
4.	The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		
5.	Noise levels equal or exceed 72 dBA at impacted receptors		
6.	Noise barriers will not have significant negative visual impact at impacted receptors		
7.	The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		
8.	There are special circumstances, i.e. historical/cultural significance at this NSA.		

SHA will consider non sound barrier options for areas which meet the eligibility criterion for consideration of a barrier but do not meet all of the remaining criteria for a barrier, including:

- Soundproofing of publicly owned noise sensitive structures, if interior noise levels equal to or exceed 52 dBA, on a case-by-case basis consistent with Federal guidelines (SHA criterion is 51 dBA).
- Purchase of impacted residences on a case-by-case basis consistent with Federal guidelines.

SHA will consider the installation of landscape screening or privacy fencing for areas which meet the eligibility date criterion but do not meet all of the remaining criteria for a barrier.

A summary of the noise abatement analysis completed for the proposed roadway improvements is provided in **Tables 22A and 22B** for Alternative 6 and **Tables 22C and 22D** for Alternative 7. Twenty-six noise barrier locations were evaluated for feasibility and reasonableness following SHA 2006 noise abatement policy guidelines. Fifteen of these noise barrier locations

are located where impacts were identified in high density residential areas. These noise walls are identified as barrier locations B1 through B15. In addition, eleven noise barrier locations were evaluated in communities with low residential density and these noise barrier locations are identified as X1 through X11.

Alternative 6 abatement findings: A summary of the noise abatement analysis completed for the proposed roadway improvements is provided in **Table 22A and Table 22B**. Twenty-six noise barrier locations were evaluated for feasibility and reasonableness following SHA 2006 noise abatement policy guidelines. Under the Alternative 6 design, fifteen noise barriers (B1, B2, B3, B6, B7, B8, B9, B10, B11, B12, B13, B14, X4, X9 and X11) satisfy SHA individual unit barrier cost and acoustic requirements for feasibility and reasonableness. In addition, seven additional noise barriers (B4, B5, B15, X1, X3 X5 and X8) were identified to provide adequate noise reduction while maintaining per benefiting dwelling unit costs in the \$100,000 to \$200,000 range. As per SHA noise requirements, the unit cost of these seven noise barriers, when averaged with the fifteen recommended noise barriers, was \$47,225 which is well below the \$100,000 limit. A total of 22 out of 26 evaluated noise barrier locations would satisfy SHA feasibility and reasonableness requirements, benefiting a total of 487 dwellings. The estimated noise attenuation achieved at the most benefiting receptors ranged from 8 to 15 dBA. Noise barrier locations are depicted on detailed illustrations presented in **Appendix D** for Alternative 6.

Alternative 7 abatement findings: A summary of the noise abatement analysis completed for the proposed roadway improvements is provided in **Table 22C and Table 22D**. Twenty-five noise barrier locations were evaluated for feasibility and reasonableness following SHA 2006 noise abatement policy guidelines. Under the Alternative 7 design, sixteen noise barriers (B1, B2, B3, B4, B6, B7, B8, B9, B10, B11, B12, B13, B14, X4, X9 and X11) satisfy SHA individual unit barrier cost and acoustic requirements for feasibility and reasonableness. In addition, five additional noise barriers (B5, B15, X3 X5 and X8) were identified to provide adequate noise reduction while maintaining per benefiting dwelling unit costs in the \$100,000 to \$200,000 range. As per SHA noise requirements, the unit cost of these five noise barriers, when averaged with the sixteen recommended noise barriers, was \$47,930 which is well below the \$100,000 limit. Therefore a grand total of 21 out of 25 evaluated noise barrier locations would satisfy SHA feasibility and reasonableness requirements, benefiting a total of 470 dwellings. The estimated noise attenuation achieved at the most benefiting receptors ranged from 8 to 15 dBA. Noise barrier locations are depicted on detailed illustrations presented in **Appendix E** for Alternative 7. Noise abatement is not required at Site H-1 because build year 2030 predicted noise levels under Alternative 7 are below the 66 dBA impact threshold and accordingly noise barrier X1 is not included in **Table 22C and Table 22D**.

TABLE 22A: SUMMARY OF NOISE ABATEMENT ANALYSIS AT IMPACTED SITES ADJACENT TO HIGHWAY BUILD ALTERNATIVE 6

Barrier #	Nearest Monitoring Receptor Location	(1) Noise Reduction Achieved (dBA)	Barrier Length (Feet)	Starting Alignment Station Numbers	Barrier Height (Feet)	(2) Estimated Barrier Cost (\$)	Number of Properties Protected	Estimated Cost Per Property Protected (\$)	Barrier Effectiveness		FHWA Criteria Satisfied (Yes/No)
									Acoustic ⁽³⁾ (Yes/No)	Cost ⁽⁴⁾ (Yes/No)	
B1	H-4, H-5	15	3328	158+10	20	2,529,280	51	49,590	Yes	Yes	Yes
B2	H-9	15	1693	336+00	14	900,680	24	37,530	Yes	Yes	Yes
B3	H-10	11	1773	342+60	12	808,490	30	26,950	Yes	Yes	Yes
B4	H-23	8	973	1012+10	18	665,530	6	110,920	Yes	No	No
B5	H-24	15	512	1038+15	16	311,300	2	155,650	Yes	No	No
B6	H-31, H-32	15	1814	978+65	18	1,240,780	37	33,530	Yes	Yes	Yes
B7	H-34	12	2712	1373+65	16	1,648,900	25	65,960	Yes	Yes	Yes
B8	H-36	11	1346	1393+00	24	1,227,550	13	94,340	Yes	Yes	Yes
B9 ⁵	H-37, H-38, H-39	15	2685	1414+55	16/18	1,711,370	55	31,120	Yes	Yes	Yes
B10	H-38A	14	2026	1418+45	14	1,077,830	47	22,930	Yes	Yes	Yes
B11	H-41	14	2568	1449+65	14	1,366,180	35	39,030	Yes	Yes	Yes
B12	H-42	14	2537	1448+95	16	1,542,500	34	45,370	Yes	Yes	Yes
B13	H-43, H-45	15	2425	1494+25	16	1,47400	31	47,560	Yes	Yes	Yes
B14	H-44	9	1448	1484+65	26	1,430,625	29	49,330	Yes	Yes	Yes
B15	H-48, H-49	11	1224	1571+90	16	744,190	5	148,840	Yes	No	No
X1	H-1	8	3303	121+00	Varies 16-24	332,840	3	110,950	Yes	No	No
X2	H-3	5	523	151+70	18/6	366,970	0	366,970	No	No	No
X3	H-6	15	363	284+00	14	193,120	1	193,120	Yes	No	No
X4	H-14	14	428	654+45	24	390,340	4	97,590	Yes	Yes	Yes
X5	H-15	9	220	657+25	18	150,480	1	150,480	Yes	No	No
X6	H-19	3	1000	701+65	30	1,140,000	0	1,140,000	No	No	No
X7	H-33	12	460	1036+75	18	314,640	1	314,640	Yes	No	No
X8	H-40	8	1371	1439+90	24	1,251,000	10	125,100	Yes	No	No
X9	H-46 & H-47	10	1749	1516+85	20/14	1,072,050	11	97,460	Yes	Yes	Yes
X10	H-51	8	964	1630+60	24	879,170	2	439,590	Yes	No	No
X11 ⁶	H-50	12	1817	1639+40	10/14	929,860	33	28,180	Yes	Yes	Yes

1. Insertion loss shown is maximum value at the most protected property.
2. Estimated cost of the barriers is based on averaged cost of \$38.00 per square foot, as recommended by SHA in 2006 dollars.
3. Acoustic effectiveness of a barrier was judged by satisfying the required insertion loss necessary to reduce future road traffic noise levels by at least 5 dBA.
4. Cost effectiveness was based on barrier cost of a maximum of \$100,000 per benefiting property.
5. Barrier B9 is composed of two separate barrier segments consisting of one wall segment 16 feet in height and 1647 feet in length and another barrier segment 18 feet in height and 1038 feet in length.
6. Barrier X11 is composed of two separate barrier segments consisting of one wall segment 10 feet in height and 242 feet in length and another barrier segment 14 feet in height and 1575 feet in length

TABLE 22B: SOUND BARRIER COST AVERAGING FOR SITES ADJACENT TO HIGHWAY BUILD ALTERNATIVE 6

Barrier Number	Number of Benefited Dwelling	Estimated Barrier Cost (Dollars)	Estimated Average Cost Per Benefited Dwelling (Dollars)
B1	51	2,529,280	49,590
B2	24	900,680	37,530
B3	30	808,490	26,950
B4	6	665,530	110,920
B5	2	311,300	155,650
B6	37	1,240,780	33,530
B7	25	1,648,900	65,960
B8	13	1,227,550	94,340
B9	55	1,711,370	45,040
B10	47	1,077,830	22,930
B11	35	1,366,180	39,030
B12	34	1,542,500	45,370
B13	31	1,474,400	47,560
B14	29	1,430,620	49,330
B15	5	744,190	148,840
X1	3	332,840	110,950
X3	1	193,120	193,120
X4	4	390,340	97,590
X5	1	150,480	150,480
X8	10	1,251,000	125,100
X9	11	1,072,050	97,460
X11	33	929,860	28,180
Corridor Wide Totals¹	487	\$22,999,290	\$47,225

¹ All noise barriers presented in the above table satisfy SHA acoustic effectiveness requirements. In addition, the cost/residence for the noise barriers B1, B2, B3, B6, B7, B8, B9, B10, B11, B12, B13, B14, X4, X9 and X11 are less than the State's maximum limit of \$100,000 per benefiting dwelling satisfying SHA feasibility and reasonableness criteria and are therefore recommended for construction. Furthermore, noise barriers B4, B5, B15, X1, X3, X5 and X8 are within the second tier \$100,000 to \$200,000 cost range (per benefiting dwelling) range which under SHA guidelines allows for inclusion into corridor wide averaging and recommendation for mitigation consideration. In summary, within the entire study area boundaries, nineteen noise barriers were identified to satisfy SHA noise abatement requirements, with 487 benefiting dwellings identified at average cost of approximately \$47,225 per dwelling.

TABLE 22C: SUMMARY OF NOISE ABATEMENT ANALYSIS AT IMPACTED SITES ADJACENT TO HIGHWAY BUILD ALTERNATIVE 7⁷

Barrier #	Nearest Monitoring Receptor Location	Achieved ⁽¹⁾ Noise Reduction (dBA)	Barrier Length (Feet)	Starting Alignment Station Numbers	Barrier Height (Feet)	Estimated ⁽²⁾ Barrier Cost (\$)	Number of Properties Protected	Estimated Cost Per Property Protected (\$)	Barrier Effectiveness		FHWA Criteria Satisfied (Yes/No)
									Acoustic ⁽³⁾ (Yes/No)	Cost ⁽⁴⁾ (Yes/No)	
B1	H-4, H-5	15	3328	158+10	16	2,023,420	46	43,990	Yes	Yes	Yes
B2	H-9	15	1693	336+00	14	900,680	25	36,030	Yes	Yes	Yes
B3	H-10	11	1773	342+60	12	808,488	30	26,950	Yes	Yes	Yes
B4	H-23	8	973	1012+10	18	665,530	7	95,080	Yes	Yes	Yes
B5	H-24	15	512	1038+15	20	389,120	2	194,560	Yes	No	No
B6	H-31, H-32	15	1814	978+65	18	1,240,775	37	33,535	Yes	Yes	Yes
B7	H-34	12	2712	1373+65	16	1,648,900	26	63,420	Yes	Yes	Yes
B8	H-36	11	1346	1393+00	24	1,227,550	13	94,340	Yes	Yes	Yes
B9 ⁵	H-37, H-38, H-39	15	2685	1414+55	16/18	1,711,370	55	31,120	Yes	Yes	Yes
B10	H-38A	14	2026	1418+45	14	1,077,830	47	22,930	Yes	Yes	Yes
B11	H-41	14	2568	1449+65	14	1,366,175	35	39,035	Yes	Yes	Yes
B12	H-42	14	2537	1448+95	16	1,542,500	34	45,370	Yes	Yes	Yes
B13	H-43, H-45	15	2425	1494+25	16	1,474,400	31	47,561	Yes	Yes	Yes
B14	H-44	11	1448	1484+65	26	1,430,625	29	49,330	Yes	Yes	Yes
B15	H-48, H-49	11	1224	1571+90	16	744,190	5	148,840	Yes	No	No
X2	H-3	5	523	151+70	18/6	366,970	0	366,970	No	No	No
X3	H-6	15	363	284+00	14	193,120	1	193,120	Yes	No	No
X4	H-14	14	428	654+45	24	390,340	4	97,590	Yes	Yes	Yes
X5	H-15	9	220	657+25	18	150,480	1	150,480	Yes	No	No
X6	H-19	3	1000	701+65	30	1,140,000	0	1,140,000	No	No	No
X7	H-33	12	460	1036+75	18	314,640	1	314,640	Yes	No	No
X8	H-40	8	1371	1439+90	24	1,251,000	10	125,100	Yes	No	No
X9	H-46 & H-47	10	1749	1516+85	20/14	1,072,050	11	97,460	Yes	Yes	Yes
X10	H-51	8	964	1630+60	24	879,170	2	439,590	Yes	No	No
X11 ⁶	H-50	12	1817	1639+40	10/14	929,860	33	28,180	Yes	Yes	Yes

1. Insertion loss shown is maximum value at the most protected property.
2. Estimated cost of the barriers is based on averaged cost of \$38.00 per square foot, as recommended by SHA in 2006 dollars.
3. Acoustic effectiveness of a barrier was judged by satisfying the required insertion loss necessary to reduce future road traffic noise levels by at least 5 dBA.
4. Cost effectiveness was based on barrier cost of a maximum of \$100,000 per benefiting property.
5. Barrier B9 is composed of two separate barrier segments consisting of one wall segment 16 feet in height and 1647 feet in length and another barrier segment 18 feet in height and 1,038 feet in length.
6. Barrier X11 is composed of two separate barrier segments consisting of one wall segment 10 feet in height and 242 feet in length and another barrier segment 14 feet in height and 1575 feet in length.
7. Noise barrier X1 is not shown in the above table because there are no impacts predicted at this location under the Alternative 7 build design.

TABLE 22D: SOUND BARRIER COST AVERAGING FOR SITES ADJACENT TO HIGHWAY BUILD ALTERNATIVE 7

Barrier Number	Number of Benefited Dwelling	Estimated Barrier Cost (Dollars)	Estimated Cost Per Benefited Dwelling (Dollars)
B1	46	2,023,420	43,990
B2	25	900,680	36,030
B3	30	808,490	26,950
B4	7	665,530	95,080
B5	2	389,120	194,560
B6	37	1,240,780	33,530
B7	26	1,648,900	63,420
B8	13	1,227,550	94,430
B9	55	1,711,370	45,040
B10	35	1,366,180	39,030
B11	35	1,366,180	39,030
B12	34	1,542,500	45,370
B13	31	1,474,400	47,560
B14	29	1,430,620	49,330
B15	5	744,190	148,840
X3	1	193,120	193,120
X4	4	390,340	97,590
X5	1	150,480	150,480
X8	10	1,251,000	125,100
X9	11	1,072,050	97,460
X11	33	929,860	28,180
Corridor Wide Totals¹	470	\$22,526,760	\$47,930

- ¹ All noise barriers presented in the above table satisfy SHA acoustic effectiveness requirements. In addition, the cost/residence for the noise barriers B1, B2, B3, B4, B6, B7, B8, B9, B10, B11, B12, B13, B14, X4, X9 and X11 are less than the State's maximum limit of \$100,000 per benefiting dwelling satisfying SHA feasibility and reasonableness criteria and are therefore recommended for construction. Furthermore, noise barriers B5, B15, X3, X5 and X8 are within the second tier \$100,000 to \$200,000 cost range (per benefiting dwelling) range which under SHA guidelines allows for inclusion into corridor wide averaging and recommendation for mitigation consideration. In summary, within the entire study area boundaries, nineteen noise barriers were identified to satisfy SHA noise abatement requirements, with 470 benefiting dwellings identified at average cost of approximately \$47,930 per dwelling. Noise barrier X1 is not shown in the above table because there are no impacts predicted at this location under the Alternative 7 build design.

h. Transit Noise Mitigation

This section provides a brief overview of rail noise mitigation with appropriate reference to the I-270/US15 project. In conjunction with the FHWA, the FTA has issued a regulation implementing NEPA's general policy on environmental mitigation, which states that measures necessary to mitigate adverse impacts are to be incorporated into the project and that such measures are eligible for Federal funding, when FTA determines that "... the proposed mitigation represents a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation measures." While NEPA provides broad direction, a more explicit statutory basis for mitigating adverse noise impacts is contained in the federal transit laws. Before approving a construction grant under Section 5309, FTA must make a finding that "... the preservation and enhancement of the environment, and the interest of the community in which a project is located, were considered; and no adverse environmental effect is likely to result from the project, or no feasible or prudent alternative to the effect exists and all reasonable steps have been taken to minimize the effect."

Mitigation of noise impacts from rail projects may involve treatments at three fundamental components of the noise problem:

- At the noise source
- Along the source-to-receiver propagation path
- At the receiver. (Generally, the transit agency has the authority to treat the source and some elements of the propagation path, but may have little or no authority to modify anything at the receiver end.)

Practical noise mitigation measures that are employed in reducing noise from train operations are summarized in the FTA Guidance Manual Transit Noise and Vibration Impact Assessment (May 2006).

Mitigation options include the following:

- Select quieter system wide components (e.g., continuous welded rail, tie and ballast track work, resilient wheels, skirts on the vehicle to reduce equipment noise, etc.)
- Tailor operation plans to provide reduction in noise and vibration levels such as reducing vehicle speed, eliminate bells at-grade crossings, proper vehicle maintenance, etc.
- Add design features (e.g., noise barriers if adequate space is available, lubricate track at curves, track-bed isolation, moveable point switch frogs, etc.)

Based on the minor level of noise impact predicted to occur under the proposed LRT alternative, mitigation measures required to eliminate these impacts can be accomplished by implementing one or more of the abatement measures outlined above. The noise abatement strategies investigated to accomplish these goals are discussed in greater detail in the following paragraphs.

i. Train Horn Noise Mitigation at Grade Crossings

Estimated LRT noise level at the 25 representative sites did not result in any properties identified with a “severe impact” with the sounding of train horns. However, if in the future the proposed LRT alignment is modified to include a greater number of at-grade crossings or modified such that the crossings are closer to residential areas, then train horn noise could affect the quality of life for those residents living near these crossings unless some form of mitigation is implemented. The mitigation measures described below are presented here in the event that future design modifications to the proposed LRT alignment result in the need to consider horn noise mitigation.

Existing regulations require that train horns be used at at-grade crossings to warn motorists and pedestrians of approaching trains. It has been the policy that safety considerations necessitating sounding of train horns take precedence over the nuisance effects of such noise. The USDOT will no longer allow communities to ban trains from sounding horns at road crossings unless they put other safety measures in place to protect drivers. “This rule, when adopted, will help prevent crashes involving trains, motor vehicles and pedestrians at highway-rail at-grade crossings and yet enable communities to maintain quiet zones that need to be protected from noise”.

A variety of approaches are available for reducing noise due to train horns near roadway/rail at-grade crossings. Communities wanting to set up a quiet zone will, at a minimum, have to equip crossings with flashing warning lights and automatic gates, and if gates are used, they must cover all lanes. Other permissible measures include median barriers, paired one-way streets and enforcement cameras similar to those used to ticket red-light runners. Both four-quadrant gates and median barriers would allow significant noise reduction because trains could pass without sounding horns. Depending on actual design requirements, median barriers may be expensive to install at some locations. A four-quadrant gate system would generally be more expensive than a median barrier. The cost-effectiveness of either abatement measure will depend on whether or not a substantial number of homes would be protected by the elimination of horn noise soundings and if there would be other benefits, such as safety improvements that reduce the potential occurrence of train-vehicle accidents.

The final determination of the need for horn noise abatement will depend on whether future design modifications to the current proposed LRT alignment are considered that result in horn noise impacts at locations not identified in this report.

ii. Noise Barriers to Control Wheel-Rail Noise

Aside from noise generated from train horn soundings, the major source of wayside rail noise at moderate to high operating speeds is wheel-rail noise. The amount of wheel-rail noise is dependent on vehicle speed, as well as wheel-rail condition. The overall noise reduction achieved by wheel-rail maintenance programs depends on the volume and speed of rail traffic in a particular area, and the relative change in wheel-rail conditions before and after maintenance (the severity of the defects removed).

An effective method to control wheel-rail noise is to construct noise barriers along the track at close distance to the track. Noise barriers are walls designed to interrupt the path of sound between the source (wheel-rail interface) and noise sensitive areas. The performance of noise barriers depends on the relative heights of the noise source, the barrier type, and the sensitive area. Barriers are better for shielding wheel-rail noise (which originates near the height of the rail) than horn noise (which originates from the top of the train). The typical wheel-rail noise reduction ranges from 5 to 15 dBA. Barriers typically perform better in higher speed operating areas, where wheel-rail noise dominates.

Barrier construction costs vary according to wall material, required length of wall, required footings, and site accessibility. SHA's 2006 recommended unit barrier cost is \$38.00 per square foot. The required length of the wall is determined by the size of the sensitive area to be protected. Noise barrier service life varies with the barrier material. Extensive use of highway noise barriers over the last few decades indicates that wooden barriers can last 15 to 20 years, and that concrete or masonry walls should last more than 30 years. In some areas graffiti removal is a maintenance issue.

Continuous noise barriers can provide the added safety feature of restricting unauthorized access to the rail right-of-way. Noise barriers near a highway/rail at-grade crossing are not practical because they may interfere with a motorist's ability to see approaching trains. Aesthetics are often a factor in public acceptance of noise barriers. Noise barriers also may restrict access of maintenance crews to the railroad right-of-way.

The reasonableness of installation cost depends upon the quantity of and distance between noise-sensitive locations. Because mitigation costs are often expressed in terms of cost per protected unit (or dwelling), the more protected units there are, the lower the cost per unit. If protected units are close together, wall length can be reduced, and the overall cost per dwelling unit reduced as well. Therefore, noise barriers are considered to be the most appropriate mitigation measure when a large number of affected dwellings are close together along high-speed segments of the rail lines where wheel-rail noise is predominant.

The noise impacts reported under the LRT alternative would require wheel-rail noise reduction in the 1 to 4 decibel range to reduce noise exposure levels to below the FTA impact threshold. **Table 23** presents a summary of the physical specifications (height and length), acoustic effectiveness and associated cost of constructing four noise walls near the four impacted communities. In each location noise barrier heights were estimated to be about 3.5 feet with a cost per benefiting dwelling ranging from \$8,475 to \$20,900. Although high noise walls are commonly utilized in highway projects they have limitations in the railroad environment, and therefore the generally preferred wall height is 3 foot 6 inches to 6 feet for both at-grade and elevated tracks. This requirement was considered while proposing noise walls at the affected locations. Higher noise walls generally interfere with sight lines for railroad signaling systems, and impair access for track maintenance, snow removal and emergency response. High noise walls affect the visual quality of the protected properties. Negative reactions to noise walls include a restriction of view, a feeling of confinement, a loss of air circulation, and a loss of sunlight. Graffiti on noise walls also is a potential problem. Transit noise barrier locations are presented in **Appendix F**.

TABLE 23: SUMMARY OF NOISE ABATEMENT REQUIREMENTS NECESSARY TO ELIMINATE NOISE IMPACTS IDENTIFIED BY THE FTA CRITERIA AT IMPACTED PROPERTIES WITHIN THE PROPOSED LRT CORRIDOR

Barrier #	Nearest Monitoring Receptor Location	Achieved Noise Reduction ⁽¹⁾ (dBA)	Barrier Length (Ft)	Alignment Station Numbers ⁽²⁾	Barrier Height (Ft)	Estimated Barrier Cost ⁽³⁾ (\$)	Number of Properties Protected	Estimated Cost Per Property Protected (\$)	BARRIER EFFECTIVENESS		SHA Criteria Satisfied (Yes/No)
									Acoustic ⁽⁴⁾ (Yes/No)	Cost ⁽⁵⁾ (Yes/No)	
TB001	T-11	4	1,350	226 +50 to 240+00	3.5	179,550	18	9,975	Yes	Yes	Yes
TB002	T-18	4	2,200	476 +00 to 498+00	3.5	292,600	14	20,900	Yes	Yes	Yes
TB003	T-20	4	1,700	527+00 to 544+00	3.5	226,200	24	9,425	Yes	Yes	Yes
TB004	T-21	4	300	612+00 to 615+00	3.5	33,900	4	8,475	Yes	Yes	Yes

Notes:

1. Insertion loss shown is maximum value at the most protected property.
2. Noise barriers to be located ten feet from the centerline of the closest track.
3. Estimated cost of the barriers is based on averaged cost of \$38.00 per square foot, as recommended by SHA in 2006 dollars.
4. Acoustic effectiveness of a barrier was judged by satisfying the required insertion loss necessary to reduce future road traffic noise levels
5. Cost effectiveness was based on barrier cost of a maximum of \$100,000 per property.

6. WMATA Construction Noise Specifications

WMATA specifications establish different limits for continuous and intermittent construction noise at the affected structure or area. The WMATA construction noise specifications appear in **Table 24**. For stationary sources, parked mobile sources or any sources or combination of sources producing repetitive or long-term noise lasting more than two hours the maximum allowable noise levels are shown in **Table 24**.

TABLE 24: WMATA CONSTRUCTION NOISE SPECIFICATIONS

Affected Structure or Area	Maximum Allowable Continuous Noise Level (dBA)	
	Day-time	Night-time
Single Family Residential	60	50
Multifamily residential including hospitals or residential along an arterial	65	55
In semi-residential/commercial areas including hotels	70	60
In semi-residential/commercial areas including schools	70	65
In commercial areas with no nighttime residency	75	70
Industrial – All locations	80	80

Intermittent Noise: Limits shown in **Table 25** are applicable to noise from non-stationary mobile equipment operated by a driver or from any source of non-scheduled, intermittent, and non-repetitive short-term noises not lasting more than two hours.

TABLE 25: INTERMITTENT NOISE

Affected Structure or Area	Maximum Allowable Continuous Noise Level (dBA)	
	Day-time	Night-time
Single Family Residential	75	60
Multifamily residential including hospitals or residential along an arterial	75	65
In semi-residential/commercial areas including hotels	80	70
In semi-residential/commercial areas including schools	80	60
In commercial areas with no nighttime residency	85	85
Industrial – All locations	90	90

Special Zones or Special Construction Site: In areas outside of Construction Limits but for which the Contractor has obtained designation as a Special Zone or Special Construction Site from the agency having jurisdiction, the noise limitations for buildings in industrial areas apply. In zones designated by the local agency having jurisdiction as a special zone, special premise or special facilities, such as hospital zones, the noise level and working time restrictions imposed by the agency shall apply. The Contractor shall obtain these zones and work hour restrictions from the local agency.

More than one limit applicable: Where more than one noise limit is applicable, use the more restrictive requirement for determining compliance.

Noise Emission Restrictions: Use only equipment meeting the allowed maximum noise emission limits shown in **Table 26** as measured at a distance of 50 ft from the equipment in substantial conformity with the provisions of the latest revisions of SAEJ366b, SAEJ88, and SAEJ952b or in accordance with the measurement procedures specified herein.

TABLE 26: EMISSION LIMITS ON CONSTRUCTION NOISE

Type of Equipment	Maximum Noise Limit Date Equipment Acquired	
	Before 1/1/90	On or after 1/1/90
All equipment other than highway trucks, including hand tools and heavy equipment	90 dBA	85 dBA
Highway Trucks in any operating mode or location	83 dBA	80 dBA

Note: Peak levels due to impact pile drivers may exceed the above noise emission limits by 10 dBA.

7. Noise Control Requirements

Notwithstanding the specific noise levels specified herein, the noise control measures listed below can be utilized to minimize to the greatest extent feasible the noise levels in all areas outside the construction limits.

- Utilize shields, impervious fences or other physical sound barriers to inhibit transmission of noise.
- Utilize sound retardant housings or enclosures around noise producing equipment.
- Utilize effective intake and exhaust mufflers on internal combustion engines and compressors.
- Line or cover hoppers, storage bins and chutes with sound absorbing material.
- Do not use air or gasoline driven saws.
- Conduct truck loading, unloading and hauling operations so that noise is kept to a minimum.
- Route construction equipment and other vehicles carrying spill, concrete or other materials over streets and routes that will cause the least disturbance to residents in the vicinity of the activity. Advise the Engineer in writing of the proposed haul routes prior to securing a permit from the local government.
- Subject to the approval of the Engineer, site stationary equipment to minimize noise impact on the community.

B. VIBRATION ANALYSIS

1. Ground-borne Vibration

There is much less consensus about the scales and indices used in the measurement of ground-borne vibration. For some fields of interest, the range of vibration intensities is extremely wide and, as in the case of noise, a decibel scale is used. In other fields, vibration levels are usually restricted to narrow and direct measurement units (called engineering units). The frequency range of interest may be very small or very large. Furthermore, the desired parameter for vibration assessment could be obtained by any one of three physical measures caused by vibration: displacement, velocity, or acceleration.

In order to accommodate a wide range of data needs, a spectral analysis of vibration velocity and acceleration levels is usually needed to assess human perception. Velocity, a measure of the energy carried by vibration, is the preferred unit for assessing any potential risk of damage to buildings. A number of studies have indicated that sensitivity to vibration is relatively independent of frequency above approximately 12 Hz (cycles per second). Because of the general preference for velocity as a measure of both annoyance and building damage, vibration criteria and measured vibration data are presented in terms of overall un-weighted vibration velocity levels. **Figure 9** shows common sources of vibration and their maximum velocity levels.

2. Vibration Criteria

No federal or state criteria are available for assessing vibration-related damage risk and human annoyance criteria to vibration. **Table 27** presents ground-borne vibration criteria from train operations governed by APTA criteria. The criteria apply to measurements of vertical vibration of floor surfaces within the buildings. FTA guidelines are presented in **Table 28**.

a. Existing Vibration Environment

The major sources of vibration in the corridor include automobiles, trucks, and buses. As indicated in **Figure 9**, typical velocity levels generated by these types of vehicles range from 50 to 60 VdB and are below the threshold of perception. FTA vibration criteria do not require measurement of existing vibration levels to assess potential impacts of the transit vibration impact. APTA and WMATA criteria for maximum ground-borne vibration velocity level from train operations are the same.

3. Vibration Impacts and Mitigation Measures

The estimated vibration noise levels at the transit sites for both the LRT and BRT alternatives are presented in **Table 29A** and **Table 29B**, respectively. At all 25 transit sites evaluated, velocity levels throughout the transit corridor stay below the 72 VdB FTA Category 2 land use activity impact limit under both LRT and BRT proposed operations. The APTA impact threshold for residential areas, depending on the density of the residential area, varies from a 70 to 75 VdB. Because transit operational levels are below the APTA and FTA impact threshold, vibration mitigation consideration is not necessary. The vibration calculations are contained in **Appendix J**.

TABLE 27: APTA GUIDELINES FOR MAXIMUM GROUND-BORNE VIBRATION VELOCITY LEVEL (dB RE 10^{-6} IN/SEC) FROM TRAIN OPERATIONS

Residences and Buildings with Sleeping Areas

Community Area Category	Single-Family Dwellings	Multi-Family Dwellings	Hotel/Motel Buildings
I. Low Density Residential	70	70	70
II. Average Residential	70	70	75
III. High Density Residential	70	75	75
IV. Commercial	70	75	75
V. Industrial/Highway	75	75	75

Special Function Buildings

Type of Building or Room	Maximum Pass-by Vibration Velocity Level
Vibration Sensitive Industrial or Research Laboratory	60-70
Concert Halls and TV Studios	65
Auditoriums and Music Rooms	70
Churches and Theaters	70-75
Hospital Sleeping Rooms	70-75
Court Rooms	75
Schools and Libraries	75
University Buildings	75-80
Offices	75-80
Commercial and Industrial Buildings	75-85

Note: APTA and WMATA criteria for maximum ground-borne vibration velocity level from train operations are the same.

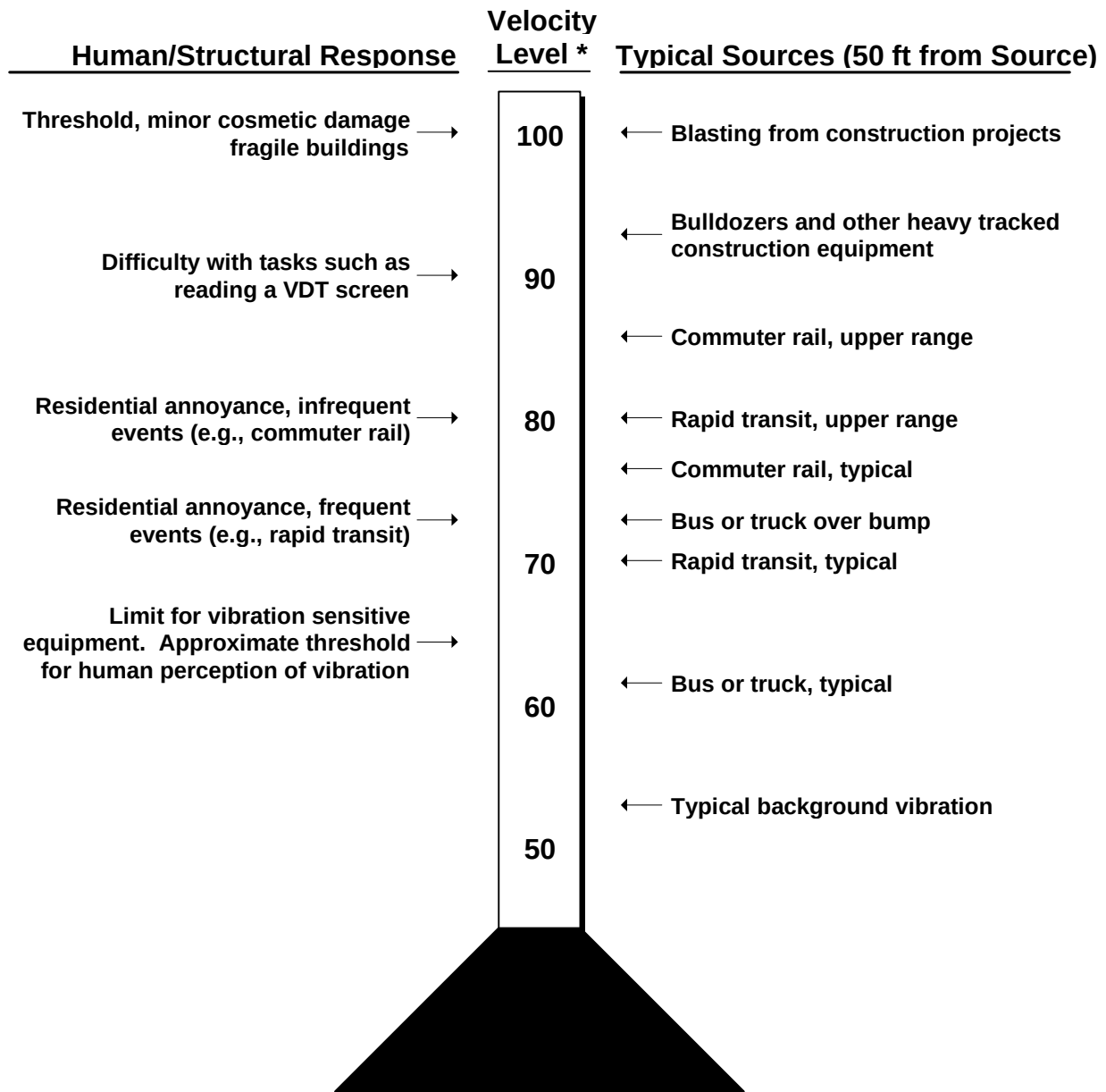
TABLE 28: FTA GROUND-BORNE VIBRATION CRITERIA (IN VdB RE 1 MICRO INCH/SEC)

Land Use Category	Vibration Velocity Impact Levels for Frequent ¹ Events	Vibration Velocity Impact Levels for Infrequent ² Events
<u>Category 1:</u> Buildings where low ambient vibration is essential for interior operations	65 VdB ³	65 VdB ³
<u>Category 2:</u> Residences and Buildings where people normally sleep	72 VdB	80 VdB
<u>Category 3:</u> Institutional land uses with primarily daytime use	75 VdB	83 VdB

Notes:

1. "Frequent Events" is defined as more than 70 vibrations per day. Most rapid transit projects fall into this category.
2. "Infrequent Events" is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.
3. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

Figure 9: Common Vibration Sources and Levels



* RMS Vibration Velocity Level in VdB relative to 10 inches/second

Source: Transit Noise and Vibration Impact Assessment, FTA May 2006.

4. WMATA Construction Vibration Specifications

Damage risk criteria would be developed during the construction phase of the project, after which they would be applicable to the project. Generally, annoyance effects may be expected during construction near sensitive sites within approximately 61 meters (200 feet) of the construction activity. Actual distances at which effects would occur will depend on the type of construction equipment used and soil characteristics in the area.

5. Vibration Limits in All Areas

In order to minimize the annoyance or interference to occupants of affected buildings, the contractor shall conduct construction activities in such a manner that ground vibration at the nearest occupied buildings do not exceed the following peak particle velocity (PPV) magnitudes in any direction.

6. Vibration Velocity Magnitude – in/sec (PPV)

Sustained	(greater than or equal to 1hr/day)	0.03
Intermittent	(less than or equal to 1 hr/day)	0.07
Intermittent	(less than 10 min/day)	0.10

To avoid physical damage to buildings, the contractor shall conduct construction activities in such a manner that the maximum ground-borne vibration at all times does not exceed 0.2 in/sec (PPV) in any direction for buildings that are in generally sound condition. For historical monuments, the contractor shall conduct construction activities in such a manner that the ground vibration magnitude at all times does not exceed 0.12 in/sec (PPV) in any direction.

7. Vibration Control Requirements

Notwithstanding the specific vibration levels specified herein, the vibration control measures listed below can be utilized to minimize to the greatest extent feasible the vibration levels in all areas outside the construction limits:

- Use vibratory pile drivers or auguring for setting piles in lieu of impact pile drivers.
- If impact pile drivers must be used, their use is restricted to the hours from 8:00 AM to 5:00 PM weekdays in residential and in semi-residential/commercial areas
- Specify realistic vibration limits in contract documents.
- Monitor vibrations at nearest sensitive locations throughout the construction period.
- Inform people living and working in the vicinity about construction method, possible effects, quality control measures and precautions to be used and the channels of communication available to them

TABLE 29A: ESTIMATED VIBRATION LEVELS FROM THE LRT OPERATIONS

Site	Site Description	Station location	Land Use	Train Speeds mph	Distance Between Receptor & Tracks (Feet)	Estimated Vibration Levels (VdB)	FTA Vibration Criteria (VdB)	Impact Yes/No
T-1	844 Elcroft Boulevard, Gaithersburg	36+30	Residential	23	70	64	72	NO
T-2	301 King Farm Boulevard, Gaithersburg	38+70	Residential	23	70	64	72	NO
T-3	9601 Fields Rd, Apt. 102, Gaithersburg	118+70	Residential	23	90	51	72	NO
T-4	9800 Fields Rd (English King Farm), Gaithersburg	137+50	Residential	27	80	64	72	NO
T-5	15303 Gable Ridge Ct. Apt J, Gaithersburg	146+00	Residential	27	170	57	72	NO
T-6	9963 Foxborough Circle, Gaithersburg	158+80	Residential	15	130	55	72	NO
T-7	141 Mission Drive, Gaithersburg	182+50	Residential	39	210	58	72	NO
T-8	67 Pontiac Way, Gaithersburg	197+10	Residential	30	230	53	72	NO
T-9	309 Leafcap Road, Gaithersburg	214+80	Residential	38	110	65	72	NO
T-10	427 Upshire Circle, Gaithersburg	223+00	Residential	38	210	58	72	NO
T-11	300 High Gables Drive, Gaithersburg	233+60	Residential	40	70	69	72	NO
T-12	305 Swanton Lane, Gaithersburg	252+00	Residential	32	90	64	72	NO
T-13	2 Purchase Street, Gaithersburg	300+25	Residential	33	135	55	72	NO
T-14	869 Clopper Road, Gaithersburg	351+80	Residential	27	85	63	72	NO
T-15	Casey West Development, Gaithersburg	401+25	Residential	33	40	71	72	NO
T-16	11210 Game Preserve Road, Gaithersburg	429+30	Residential	33	160	49	72	NO
T-17	11535 Summer Oak Drove, Gunners Lake Village Germantown	457+40	Residential	47	340	54	72	NO
T-18	11902 Rustic Park Court, Gunners Lake Village, Germantown	485+80	Residential	35	55	69	72	NO
T-19	19353 Hottinger Circle, Germantown	509+54	Residential	35	270	54	72	NO
T-20	19645 White Saddle Drive, The Colony, Germantown	530+75	Residential	31	90	64	72	NO
T-21	20518 Bridger Way, Germantown	613+60	Residential	28	50	58	72	NO
T-22	20844 Mountain Lake Terrace, Germantown	620+80	Residential	28	90	63	72	NO
T-23	21161 Dorsey Mill Road, Germantown	647+00	Residential	13	110	56	72	NO
T-24	6 Village Green Court, Germantown	655+70	Residential	23	135	52	72	NO
T-25	13100 W. Old Baltimore Road The Beaj Estates, Germantown	696+20	Residential	28	100	62	72	NO

TABLE 29B: ESTIMATED VIBRATION LEVELS FROM THE BRT OPERATIONS

Site	Site Description	Station location	Land Use	BRT Speeds mph	Distance Between Receptor & BRT Transitway (Feet)	Estimated Vibration Levels (VdB)	FTA Vibration Criteria (VdB)	Impact Yes/No
T-1	844 Elcroft Boulevard, Gaithersburg	36+30	Residential	21	70	57	72	NO
T-2	301 King Farm Boulevard, Gaithersburg	38+70	Residential	21	70	57	72	NO
T-3	9601 Fields Rd, Apt. 102, Gaithersburg	118+70	Residential	20	90	44	72	NO
T-4	9800 Fields Rd (English King Farm), Gaithersburg	137+50	Residential	23	80	57	72	NO
T-5	15303 Gable Ridge Ct. Apt J, Gaithersburg	146+00	Residential	23	170	50	72	NO
T-6	9963 Foxborough Circle, Gaithersburg	158+80	Residential	17	130	49	72	NO
T-7	141 Mission Drive, Gaithersburg	182+50	Residential	34	210	51	72	NO
T-8	67 Pontiac Way, Gaithersburg	197+10	Residential	27	230	49	72	NO
T-9	309 Leafcap Road, Gaithersburg	214+80	Residential	37	110	58	72	NO
T-10	427 Upshire Circle, Gaithersburg	223+00	Residential	37	210	52	72	NO
T-11	300 High Gables Drive, Gaithersburg	233+60	Residential	40	70	62	72	NO
T-12	305 Swanton Lane, Gaithersburg	252+00	Residential	39	90	58	72	NO
T-13	2 Purchase Street, Gaithersburg	300+25	Residential	30	135	54	72	NO
T-14	869 Clopper Road, Gaithersburg	351+80	Residential	26	85	57	72	NO
T-15	Casey West Development, Gaithersburg	401+25	Residential	32	40	66	72	NO
T-16	11210 Game Preserve Road, Gaithersburg	429+30	Residential	32	160	43	72	NO
T-17	11535 Summer Oak Drove, Gunners Lake Village Germantown	457+40	Residential	47	340	54	72	NO
T-18	11902 Rustic Park Court, Gunners Lake Village, Germantown	485+80	Residential	35	55	63	72	NO
T-19	19353 Hottinger Circle, Germantown	509+54	Residential	35	270	51	72	NO
T-20	19645 White Saddle Drive, The Colony, Germantown	530+75	Residential	28	90	60	72	NO
T-21	20518 Bridger Way, Germantown	613+60	Residential	28	50	52	72	NO
T-22	20844 Mountain Lake Terrace, Germantown	620+80	Residential	28	90	57	72	NO
T-23	21161 Dorsey Mill Road, Germantown	647+00	Residential	13	110	53	72	NO
T-24	6 Village Green Court, Germantown	655+70	Residential	20	135	50	72	NO
T-25	13100 W. Old Baltimore Road The Beaj Estates, Germantown	696+20	Residential	28	100	56	72	NO

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APPENDIX A

24 HOUR NOISE MONITORING SURVEY DATA

Table 1

24 Hour Noise Monitoring Data

Site T-1.....844 Elcroft Boulevard, Gaithersburg

Date	Time	Leq
05/31/2006	12-1am	49.2
05/31/2006	1-2	48.1
05/31/2006	2-3	48.8
05/31/2006	3-4	47.8
05/31/2006	4-5	52.2
05/31/2006	5-6	54.6
05/31/2006	6-7	58.6
05/31/2006	7-8	61.7
05/31/2006	8-9	61.0
05/31/2006	9-10	60.2
05/31/2006	10-11	61.8
05/31/2006	11-12	60.1
05/31/2006	12-1pm	61.3
05/31/2006	1-2	60.3
05/31/2006	2-3	59.7
05/30/2006	3-4	62.9
05/30/2006	4-5	60.5
05/30/2006	5-6	61.2
05/30/2006	6-7	61.4
05/30/2006	7-8	60.4
05/30/2006	8-9	57.9
05/30/2006	9-10	56.6
05/30/2006	10-11	54.9
05/30/2006	11-12	62.1
Peak Leq		62.9
Day Leq *		60.7
Night Leq *		55.8
Ldn *		63.3

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 2

24 Hour Noise Monitoring Data

Site T-2.....301 King Farm Boulevard, Gaithersburg

Date	Time	Leq
05/31/2006	12-1am	50
05/31/2006	1-2	46.9
05/31/2006	2-3	46.1
05/31/2006	3-4	45.8
05/31/2006	4-5	51.4
05/31/2006	5-6	51.7
05/31/2006	6-7	55.3
05/31/2006	7-8	59.7
05/31/2006	8-9	60.5
05/31/2006	9-10	60.5
05/31/2006	10-11	60.1
05/31/2006	11-12	62.3
05/31/2006	12-1pm	59.8
05/31/2006	1-2	59.7
05/31/2006	2-3	59.4
05/30/2006	3-4	62.3
05/30/2006	4-5	58.3
05/30/2006	5-6	59.1
05/30/2006	6-7	57.8
05/30/2006	7-8	56.6
05/30/2006	8-9	54.5
05/30/2006	9-10	54.6
05/30/2006	10-11	51.3
05/30/2006	11-12	55.3
Peak Leq		62.3
Day Leq *		59.5
Night Leq *		51.7
Ldn *		60.5

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 3

24 Hour Noise Monitoring Data

Site T-3.....9601 Fields Road, Apt. 102, Gaithersburg

Date	Time	Leq
06/13/2006	12-1am	56.2
06/13/2006	1-2	53.9
06/13/2006	2-3	50.2
06/13/2006	3-4	50.6
06/13/2006	4-5	51.2
06/13/2006	5-6	56.7
06/13/2006	6-7	63.3
06/13/2006	7-8	65.9
06/13/2006	8-9	67.3
06/13/2006	9-10	65.2
06/13/2006	10-11	63.0
06/13/2006	11-12	65.1
06/13/2006	12-1pm	65.7
06/13/2006	1-2	65.3
06/13/2006	2-3	64.7
06/12/2006	3-4	66.2
06/12/2006	4-5	67.7
06/12/2006	5-6	69.1
06/12/2006	6-7	67.5
06/12/2006	7-8	64.5
06/12/2006	8-9	63.2
06/12/2006	9-10	61.8
06/12/2006	10-11	60.5
06/12/2006	11-12	63.7
Peak Leq		69.1
Day Leq *		65.9
Night Leq *		59.0
Ldn *		67.3

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 4

24 Hour Noise Monitoring Data

Site T-4.....9800 Fields Road (Crown Farm), Gaithersburg

Date	Time	Leq
06/14/2006	12-1am	54.3
06/14/2006	1-2	54.5
06/14/2006	2-3	54.0
06/14/2006	3-4	53.4
06/14/2006	4-5	53.7
06/14/2006	5-6	54.8
06/14/2006	6-7	55.1
06/14/2006	7-8	54.1
06/14/2006	8-9	55.2
06/14/2006	9-10	56.1
06/14/2006	10-11	57.2
06/14/2006	11-12	55.0
06/14/2006	12-1pm	56.2
06/14/2006	1-2	55.8
06/14/2006	2-3	57.4
06/14/2006	3-4	60.6
06/14/2006	4-5	58.0
06/14/2006	5-6	54.3
06/14/2006	6-7	58.2
06/13/2006	7-8	59.0
06/13/2006	8-9	53.1
06/13/2006	9-10	54.0
06/13/2006	10-11	53.9
06/13/2006	11-12	54.3
Peak Leq		60.6
Day Leq *		56.8
Night Leq *		54.3
Ldn *		61.1

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 5

24 Hour Noise Monitoring Data

Site T-5.....15303 Gable Ridge Court, Apt. J, Gaithersburg

Date	Time	Leq
06/14/2006	12-1am	44.2
06/14/2006	1-2	44.3
06/14/2006	2-3	44.4
06/14/2006	3-4	44.6
06/14/2006	4-5	45.2
06/14/2006	5-6	51.3
06/14/2006	6-7	55.9
06/14/2006	7-8	57.5
06/14/2006	8-9	56.1
06/14/2006	9-10	57.0
06/14/2006	10-11	57.0
06/14/2006	11-12	55.9
06/14/2006	12-1pm	57.1
06/14/2006	1-2	61.9
06/14/2006	2-3	60.7
06/14/2006	3-4	59.3
06/13/2006	4-5	58.3
06/13/2006	5-6	53.4
06/13/2006	6-7	52.0
06/13/2006	7-8	49.7
06/13/2006	8-9	62.3
06/13/2006	9-10	49.3
06/13/2006	10-11	48.9
06/13/2006	11-12	46.3
Peak Leq		62.3
Day Leq *		58.0
Night Leq *		49.4
Ldn *		58.6

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 6

24 Hour Noise Monitoring Data

Site T-6.....9963 Foxborough Circle, Gaithersburg

Date	Time	Leq
05/18/2006	12-1am	51.5
05/18/2006	1-2	50.5
05/18/2006	2-3	49.6
05/18/2006	3-4	47.0
05/18/2006	4-5	52.1
05/18/2006	5-6	56.9
05/18/2006	6-7	59.8
05/18/2006	7-8	61.6
05/18/2006	8-9	62.9
05/18/2006	9-10	61.7
05/18/2006	10-11	61.3
05/18/2006	11-12	61.8
05/18/2006	12-1pm	62.7
05/18/2006	1-2	61.1
05/18/2006	2-3	60.7
05/18/2006	3-4	60.8
05/18/2006	4-5	61.0
05/18/2006	5-6	61.5
05/18/2006	6-7	60.1
05/18/2006	7-8	60.0
05/17/2006	8-9	58.3
05/17/2006	9-10	56.7
05/17/2006	10-11	55.0
05/17/2006	11-12	53.1
Peak Leq		62.9
Day Leq *		61.0
Night Leq *		54.5
Ldn *		62.6

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 7
24 Hour Noise Monitoring Data
Site T-7.....141 Mission Drive, Gaithersburg

Date	Time	Leq
05/17/2006	12-1am	42.5
05/17/2006	1-2	48.9
05/17/2006	2-3	47.8
05/17/2006	3-4	46.0
05/17/2006	4-5	47.3
05/17/2006	5-6	55.9
05/17/2006	6-7	60.8
05/17/2006	7-8	62.9
05/17/2006	8-9	63.0
05/17/2006	9-10	62.8
05/17/2006	10-11	60.8
05/17/2006	11-12	60.1
05/17/2006	12-1pm	60.1
05/17/2006	1-2	60.2
05/17/2006	2-3	61.7
05/17/2006	3-4	60.8
05/17/2006	4-5	60.6
05/17/2006	5-6	59.5
05/17/2006	6-7	59.5
05/16/2006	7-8	59.6
05/16/2006	8-9	58.4
05/16/2006	9-10	58.6
05/16/2006	10-11	56.6
05/16/2006	11-12	54.9
Peak Leq		63.0
Day Leq *		60.8
Night Leq *		54.6
Ldn *		62.6

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 8
24 Hour Noise Monitoring Data
Site T-8.....67 Pontiac Way, Gaithersburg

Date	Time	Leq
06/13/2001	12-1am	51.9
06/13/2001	1-2	51.5
06/13/2001	2-3	54.4
06/13/2001	3-4	56.5
06/13/2001	4-5	54.2
06/13/2001	5-6	59.0
06/13/2001	6-7	61.0
06/13/2001	7-8	60.5
06/13/2001	8-9	61.3
06/13/2001	9-10	60.1
06/12/2001	10-11	60.1
06/12/2001	11-12	60.8
06/12/2001	12-1pm	61.2
06/12/2001	1-2	60.4
06/12/2001	2-3	60.9
06/12/2001	3-4	60.8
06/12/2001	4-5	61.3
06/12/2001	5-6	60.1
06/12/2001	6-7	59.8
06/12/2001	7-8	60.6
06/12/2001	8-9	59.2
06/12/2001	9-10	57.9
06/12/2001	10-11	56.1
06/12/2001	11-12	54.7
Peak Leq		61.3
Day Leq *		60.4
Night Leq *		56.5
Ldn *		63.7

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 9
24 Hour Noise Monitoring Data
Site T-9.....309 Leafcap Road, Gaithersburg

Date	Time	Leq
05/17/2006	12-1am	54.4
05/17/2006	1-2	51.8
05/17/2006	2-3	49.6
05/17/2006	3-4	49.3
05/17/2006	4-5	52.6
05/17/2006	5-6	60.6
05/17/2006	6-7	64.8
05/17/2006	7-8	65.3
05/17/2006	8-9	65.3
05/17/2006	9-10	64.1
05/17/2006	10-11	63.3
05/17/2006	11-12	63.8
05/17/2006	12-1pm	63.5
05/17/2006	1-2	63.3
05/17/2006	2-3	64.2
05/17/2006	3-4	63.9
05/17/2006	4-5	64.0
05/17/2006	5-6	64.5
05/17/2006	6-7	64.5
05/17/2006	7-8	65.2
05/16/2006	8-9	62.8
05/16/2006	9-10	61.7
05/16/2006	10-11	60.3
05/16/2006	11-12	57.4
Peak Leq		65.3
Day Leq *		64.1
Night Leq *		58.6
Ldn *		66.4

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 10

24 Hour Noise Monitoring Data

Site T-10.....427 Upshire Circle, Gaithersburg

Date	Time	Leq
05/16/2006	12-1am	46.3
05/16/2006	1-2	40.4
05/16/2006	2-3	39.4
05/16/2006	3-4	42
05/16/2006	4-5	42.7
05/16/2006	5-6	53.1
05/16/2006	6-7	60.2
05/16/2006	7-8	62.4
05/16/2006	8-9	62.5
05/16/2006	9-10	60.9
05/16/2006	10-11	53.7
05/16/2006	11-12	59.7
05/16/2006	12-1pm	59.7
05/16/2006	1-2	58.9
05/16/2006	2-3	59.8
05/16/2006	3-4	60.6
05/16/2006	4-5	59.8
05/16/2006	5-6	60.9
05/15/2006	6-7	62
05/15/2006	7-8	60.5
05/15/2006	8-9	58.2
05/15/2006	9-10	56.1
05/15/2006	10-11	54.6
05/15/2006	11-12	51.4
Peak Leq		62.5
Day Leq *		60.2
Night Leq *		52.9
Ldn *		61.4

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 11

24 Hour Noise Monitoring Data

Site T-11.....300 High Gables Drive, Gaithersburg

Date	Time	Leq
06/01/006	12-1am	54.4
06/01/006	1-2	52.4
06/01/006	2-3	49.9
06/01/006	3-4	49.8
06/01/006	4-5	52.6
06/01/006	5-6	58.5
06/01/006	6-7	62.8
06/01/006	7-8	64
06/01/006	8-9	64.4
06/01/006	9-10	63.7
06/01/006	10-11	62
06/01/006	11-12	61.7
06/01/006	12-1pm	62.6
06/01/006	1-2	62.3
06/01/006	2-3	62.6
06/01/006	3-4	63.2
05/31/2006	4-5	62.6
05/31/2006	5-6	63.2
05/31/2006	6-7	63
05/31/2006	7-8	62.9
05/31/2006	8-9	62.3
05/31/2006	9-10	60.9
05/31/2006	10-11	59.7
05/31/2006	11-12	56.9
Peak Leq		64.4
Day Leq *		62.8
Night Leq *		57.3
Ldn *		65.1

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 12

24 Hour Noise Monitoring Data

Site T-12.....305 Swanton Lane, Gaithersburg

Date	Time	Leq
05/18/2006	12-1am	50.3
05/18/2006	1-2	45.9
05/18/2006	2-3	45
05/18/2006	3-4	46
05/18/2006	4-5	41.9
05/18/2006	5-6	52
05/18/2006	6-7	58.6
05/18/2006	7-8	62.1
05/18/2006	8-9	60.8
05/18/2006	9-10	61.8
05/18/2006	10-11	60.6
05/18/2006	11-12	61.2
05/18/2006	12-1pm	60.8
05/18/2006	1-2	59.4
05/18/2006	2-3	60.1
05/18/2006	3-4	58.8
05/18/2006	4-5	59.6
05/18/2006	5-6	58.8
05/18/2006	6-7	60.9
05/17/2006	7-8	61.1
05/17/2006	8-9	58.9
05/17/2006	9-10	61.6
05/17/2006	10-11	61.8
05/17/2006	11-12	53.2
Peak Leq		49.3
Day Leq *		60.6
Night Leq *		55.0
Ldn *		62.8

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 13

24 Hour Noise Monitoring Data

Site T-13.....2 Purchase Street, Gaithersburg

Date	Time	Leq
05/16/2006	12-1am	54.4
05/16/2006	1-2	51.1
05/16/2006	2-3	52.2
05/16/2006	3-4	51.0
05/16/2006	4-5	56.7
05/16/2006	5-6	62.2
05/16/2006	6-7	63.8
05/16/2006	7-8	66.7
05/16/2006	8-9	69.0
05/16/2006	9-10	65.9
05/16/2006	10-11	65.3
05/16/2006	11-12	69.3
05/16/2006	12-1pm	65.8
05/16/2006	1-2	67.1
05/16/2006	2-3	69.5
05/16/2006	3-4	65.8
05/16/2006	4-5	66.3
05/16/2006	5-6	66.8
05/16/2006	6-7	66.4
05/15/2006	7-8	65.5
05/15/2006	8-9	64.3
05/15/2006	9-10	62.5
05/15/2006	10-11	60.3
05/15/2006	11-12	57.0
Peak Leq		69.5
Day Leq *		66.8
Night Leq *		58.8
Ldn *		67.6

* Day Leq, Night Leq and Ldn are Calculated Levels

Table14

24 Hour Noise Monitoring Data

Site T-14.....867 Clopper Road, Gaithersburg

Date	Time	Leq
06/26/2001	12-1am	57.6
06/26/2001	1-2	53.9
06/26/2001	2-3	53.1
06/26/2001	3-4	57.8
06/26/2001	4-5	61.7
06/26/2001	5-6	63.1
06/26/2001	6-7	64.9
06/26/2001	7-8	64.8
06/26/2001	8-9	63.4
06/26/2001	9-10	74.2
06/26/2001	10-11	69.6
06/26/2001	11-12	63.1
06/26/2001	12-1pm	64.3
06/26/2001	1-2	62.6
06/26/2001	2-3	73.3
06/26/2001	3-4	63.4
06/26/2001	4-5	64.6
06/26/2001	5-6	63.2
06/25/2001	6-7	64.3
06/25/2001	7-8	62.7
06/25/2001	8-9	64.3
06/25/2001	9-10	60.7
06/25/2001	10-11	62.7
06/25/2001	11-12	56.7
Peak Leq		74.2
Day Leq *		67.5
Night Leq *		60.7
Ldn *		69.0

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 15
24 Hour Noise Monitoring Data
Site T-15.....Casey West Development

Date	Time	Leq
06/30/2005	12-1am	59.6
06/30/2005	1-2	60.8
06/30/2005	2-3	63.0
06/30/2005	3-4	54.6
06/30/2005	4-5	60.2
06/30/2005	5-6	61.2
06/30/2005	6-7	59.9
06/30/2005	7-8	57.0
06/30/2005	8-9	63.0
06/30/2005	9-10	63.8
06/30/2005	10-11	59.5
06/30/2005	11-12	59.3
06/30/2005	12-1pm	66.7
06/30/2005	1-2	65.3
06/30/2005	2-3	55.8
06/30/2005	3-4	65.7
06/30/2005	4-5	58.0
06/30/2005	5-6	55.0
06/29/2005	6-7	64.8
06/29/2005	7-8	64.9
06/29/2005	8-9	59.4
06/29/2005	9-10	62.7
06/29/2005	10-11	55.6
06/29/2005	11-12	65.9
Peak Leq		66.7
Day Leq *		65.0
Night Leq *		68.9
Ldn *		74.9

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 16

24 Hour Noise Monitoring Data

Site T-16.....11210 Game Preserve Road, Cauldfield

Date	Time	Leq
07/12/2001	12-1am	55.2
07/12/2001	1-2	54.1
07/12/2001	2-3	53.6
07/12/2001	3-4	55.4
07/12/2001	4-5	58.8
07/12/2001	5-6	55.5
07/12/2001	6-7	59.2
07/12/2001	7-8	60.4
07/12/2001	8-9	68.0
07/12/2001	9-10	61.4
07/12/2001	10-11	60.8
07/12/2001	11-12	62.7
07/12/2001	12-1pm	60.7
07/11/2001	1-2	61.4
07/11/2001	2-3	61.6
07/11/2001	3-4	61.9
07/11/2001	4-5	60.9
07/11/2001	5-6	61.0
07/11/2001	6-7	65.6
07/11/2001	7-8	60.5
07/11/2001	8-9	60.0
07/11/2001	9-10	60.6
07/11/2001	10-11	59.6
07/11/2001	11-12	57.9
Peak Leq		68.0
Day Leq *		62.5
Night Leq *		57.1
Ldn *		64.8

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 17

24 Hour Noise Monitoring Data

Site T-17.....11535 Summer Oak Drive, Gunners Lake

Date	Time	Leq
07/26/2001	12-1am	49.7
07/26/2001	1-2	49.2
07/26/2001	2-3	48.8
07/26/2001	3-4	49.4
07/26/2001	4-5	51.1
07/26/2001	5-6	53.8
07/26/2001	6-7	54.0
07/26/2001	7-8	53.0
07/26/2001	8-9	52.2
07/26/2001	9-10	51.5
07/26/2001	10-11	57.4
07/26/2001	11-12	59.0
07/26/2001	12-1pm	57.2
07/26/2001	1-2	54.5
07/26/2001	2-3	57.1
07/26/2001	3-4	51.4
07/26/2001	4-5	50.8
07/26/2001	5-6	52.1
07/26/2001	6-7	52.9
07/26/2001	7-8	63.1
07/25/2001	8-9	52.0
07/25/2001	9-10	55.2
07/25/2001	10-11	52.4
07/25/2001	11-12	58.1
Peak Leq		63.1
Day Leq *		56.2
Night Leq *		53.0
Ldn *		60.0

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 18

24 Hour Noise Monitoring Data

Site T-18.....11902 Rustic Park Court, Gunners Lake

Date	Time	Leq
05/16/2006	12-1am	53.9
05/16/2006	1-2	52.6
05/16/2006	2-3	51.5
05/16/2006	3-4	51.5
05/16/2006	4-5	54.1
05/16/2006	5-6	58.5
05/16/2006	6-7	58.1
05/16/2006	7-8	57.5
05/16/2006	8-9	56.4
05/16/2006	9-10	57.3
05/16/2006	10-11	55.3
05/16/2006	11-12	56.5
05/16/2006	12-1pm	55.7
05/16/2006	1-2	54.8
05/16/2006	2-3	57
05/16/2006	3-4	55.2
05/16/2006	4-5	54.7
05/16/2006	5-6	57.1
05/16/2006	6-7	55.4
05/16/2006	7-8	56.2
05/16/2006	8-9	56.3
05/15/2006	9-10	54.9
05/15/2006	10-11	55.5
05/15/2006	11-12	55.3
Peak Leq		58.5
Day Leq *		56.1
Night Leq *		55.2
Ldn *		61.8

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 19

24 Hour Noise Monitoring Data

Site T-19.....19353 Hottinger Circle, Germantown

Date	Time	Leq
07/10/2001	12-1am	54.1
07/10/2001	1-2	52.0
07/10/2001	2-3	53.5
07/10/2001	3-4	56.3
07/10/2001	4-5	60.8
07/10/2001	5-6	63.3
07/10/2001	6-7	63.5
07/10/2001	7-8	62.9
07/10/2001	8-9	63.0
07/10/2001	9-10	62.5
07/10/2001	10-11	61.9
07/10/2001	11-12	63.1
07/10/2001	12-1pm	62.2
07/10/2001	1-2	61.8
07/10/2001	2-3	62.9
07/10/2001	3-4	62.6
07/10/2001	4-5	63.6
07/09/2001	5-6	63.3
07/09/2001	6-7	62.7
07/09/2001	7-8	62.9
07/09/2001	8-9	61.7
07/09/2001	9-10	61.0
07/09/2001	10-11	58.9
07/09/2001	11-12	56.5
Peak Leq		63.6
Day Leq *		62.6
Night Leq *		59.4
Ldn *		66.4

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 20

24 Hour Noise Monitoring Data

Site T-20.....19645 White Saddle Drive, The Colony

Date	Time	Leq
06/28/2001	12-1am	48.9
06/28/2001	1-2	51.7
06/28/2001	2-3	51.4
06/28/2001	3-4	50.7
06/28/2001	4-5	48.5
06/28/2001	5-6	46.3
06/28/2001	6-7	49.5
06/28/2001	7-8	51.1
06/28/2001	8-9	51.4
06/28/2001	9-10	52.6
06/28/2001	10-11	49.2
06/28/2001	11-12	52.0
06/28/2001	12-1pm	52.9
06/28/2001	1-2	53.4
06/28/2001	2-3	53.4
06/28/2001	3-4	53.5
06/28/2001	4-5	54.3
06/28/2001	5-6	54.2
06/28/2001	6-7	56.8
06/28/2001	7-8	53.0
06/28/2001	8-9	53.9
06/27/2001	9-10	52.1
06/27/2001	10-11	52.6
06/27/2001	11-12	50.3
Peak Leq		56.8
Day Leq *		53.2
Night Leq *		50.3
Ldn *		57.3

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 21

24 Hour Noise Monitoring Data

Site T-21.....20518 Bridger Way, Germantown

Date	Time	Leq
05/31/2006	12-1am	52.8
05/31/2006	1-2	51.7
05/31/2006	2-3	50.7
05/31/2006	3-4	50.8
05/31/2006	4-5	54.0
05/31/2006	5-6	56.3
05/31/2006	6-7	57.4
05/31/2006	7-8	72.9
05/31/2006	8-9	69.5
05/31/2006	9-10	53.7
05/31/2006	10-11	70.6
05/31/2006	11-12	54.7
05/31/2006	12-1pm	53.4
05/31/2006	1-2	52.8
05/31/2006	2-3	53.5
05/31/2006	3-4	55.3
05/31/2006	4-5	54.5
05/31/2006	5-6	58.3
05/31/2006	6-7	58.3
05/31/2006	7-8	59.2
05/30/2006	8-9	53.6
05/30/2006	9-10	55.0
05/30/2006	10-11	55.6
05/30/2006	11-12	51.9
Peak Leq		72.9
Day Leq *		64.7
Night Leq *		54.1
Ldn *		64.5

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 22

24 Hour Noise Monitoring Data

Site T-22.....20844 Mountain Lake terrace, Germantown

Date	Time	Leq
05/16/2006	12-1am	50.0
05/16/2006	1-2	48.3
05/16/2006	2-3	47.5
05/16/2006	3-4	48.0
05/16/2006	4-5	51.4
05/16/2006	5-6	56.6
05/16/2006	6-7	53.3
05/16/2006	7-8	49.5
05/16/2006	8-9	48.2
05/16/2006	9-10	46.8
05/16/2006	10-11	48.3
05/16/2006	11-12	46.9
05/16/2006	12-1pm	46.2
05/16/2006	1-2	46.1
05/16/2006	2-3	46.2
05/16/2006	3-4	48.4
05/16/2006	4-5	47.1
05/16/2006	5-6	49.9
05/16/2006	6-7	65.6
05/15/2006	7-8	58.5
05/15/2006	8-9	55.7
05/15/2006	9-10	56.0
05/15/2006	10-11	54.4
05/15/2006	11-12	52.8
Peak Leq		65.6
Day Leq *		55.9
Night Leq *		52.4
Ldn *		59.5

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 23

24 Hour Noise Monitoring Data

Site T-23.....21161 Dorsey Mill Road, Germantown

Date	Time	Leq
06/13/2006	12-1am	52.5
06/13/2006	1-2	44.9
06/13/2006	2-3	53.0
06/13/2006	3-4	44.8
06/13/2006	4-5	48.4
06/13/2006	5-6	53.0
06/13/2006	6-7	57.0
06/13/2006	7-8	62.4
06/13/2006	8-9	62.9
06/13/2006	9-10	60.6
06/13/2006	10-11	58.9
06/13/2006	11-12	60.9
06/13/2006	12-1pm	61.4
06/13/2006	1-2	62.7
06/13/2006	2-3	57.6
06/13/2006	3-4	57.4
06/13/2006	4-5	58.6
06/13/2006	5-6	57.4
06/13/2006	6-7	57.0
06/12/2006	7-8	56.1
06/12/2006	8-9	52.3
06/12/2006	9-10	51.8
06/12/2006	10-11	50.3
06/12/2006	11-12	46.0
Peak Leq		62.9
Day Leq *		59.6
Night Leq *		51.8
Ldn *		60.6

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 24

24 Hour Noise Monitoring Data

Site T-24.....6 Village Green Court, Germantown

Date	Time	Leq
06/28/2001	12-1am	54.4
06/28/2001	1-2	46.3
06/28/2001	2-3	53.7
06/28/2001	3-4	53.0
06/28/2001	4-5	54.2
06/28/2001	5-6	57.4
06/28/2001	6-7	56.4
06/28/2001	7-8	53.8
06/28/2001	8-9	50.8
06/28/2001	9-10	49.1
06/28/2001	10-11	49.2
06/28/2001	11-12	50.2
06/28/2001	12-1pm	49.8
06/28/2001	1-2	68.5
06/28/2001	2-3	49.0
06/28/2001	3-4	52.7
06/28/2001	4-5	55.5
06/28/2001	5-6	49.8
06/28/2001	6-7	51.4
06/28/2001	7-8	50.4
06/28/2001	8-9	51.1
06/27/2001	9-10	52.6
06/27/2001	10-11	53.5
06/27/2001	11-12	54.1
Peak Leq		68.5
Day Leq *		57.8
Night Leq *		54.4
Ldn *		61.5

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 25

24 Hour Noise Monitoring Data

Site T-25.....13100 W. Old Baltimore Road, Beaj Estates

Date	Time	Leq
07/12/2001	12-1am	48.6
07/12/2001	1-2	46.9
07/12/2001	2-3	45.9
07/12/2001	3-4	49.0
07/12/2001	4-5	51.8
07/12/2001	5-6	55.4
07/12/2001	6-7	56.9
07/12/2001	7-8	52.4
07/12/2001	8-9	50.3
07/12/2001	9-10	53.3
07/11/2001	10-11	51.5
07/11/2001	11-12	50.8
07/11/2001	12-1pm	52.0
07/11/2001	1-2	53.0
07/11/2001	2-3	55.0
07/11/2001	3-4	53.9
07/11/2001	4-5	53.0
07/11/2001	5-6	53.5
07/11/2001	6-7	53.4
07/11/2001	7-8	52.4
07/11/2001	8-9	51.9
07/11/2001	9-10	50.9
07/11/2001	10-11	50.6
07/11/2001	11-12	49.7
Peak Leq		56.9
Day Leq *		52.7
Night Leq *		52.0
Ldn *		58.5

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 26

24 Hour Noise Monitoring Data

Site Y-1.....101 Redland Boulevard, Rockville

Date	Time	Leq
08/08/01	12-1am	60.4
08/08/01	1-2	60.9
08/08/01	2-3	60.8
08/08/01	3-4	61.3
08/08/01	4-5	60.1
08/08/01	5-6	59.8
08/08/01	6-7	60.6
08/08/01	7-8	59.2
08/08/01	8-9	57.9
08/08/01	9-10	56.1
08/08/01	10-11	54.7
08/08/01	11-12	51.9
08/08/01	12-1pm	51.5
08/08/01	1-2	54.4
08/08/01	2-3	56.5
08/08/01	3-4	54.2
08/08/01	4-5	59.0
08/08/01	5-6	61.0
08/08/01	6-7	60.5
08/08/01	7-8	60.1
08/07/01	8-9	61.3
08/07/01	9-10	60.1
08/07/01	10-11	60.8
08/07/01	11-12	61.2
Peak Leq		61.3
Day Leq *		58.2
Night Leq *		60.7
Ldn *		66.8

* Day Leq, Night Leq and Ldn are Calculated Levels

Table 27

24 Hour Noise Monitoring Data

Site Y-2.....9 Wicker Boulevard, Cauldfield

Date	Time	Leq
08/07/2001	12-1am	61.0
08/07/2001	1-2	65.6
08/07/2001	2-3	60.5
08/07/2001	3-4	60.0
08/07/2001	4-5	60.6
08/07/2001	5-6	59.6
08/07/2001	6-7	57.9
08/07/2001	7-8	55.2
08/07/2001	8-9	54.1
08/07/2001	9-10	53.6
08/07/2001	10-11	55.4
08/07/2001	11-12	58.8
08/07/2001	12-1pm	55.5
08/07/2001	1-2	59.2
08/07/2001	2-3	60.4
08/07/2001	3-4	68.0
08/06/2001	4-5	61.4
08/06/2001	5-6	60.8
08/06/2001	6-7	62.7
08/06/2001	7-8	60.7
08/06/2001	8-9	61.4
08/06/2001	9-10	61.6
08/06/2001	10-11	61.9
08/06/2001	11-12	60.9
Peak Leq		68.0
Day Leq *		61.0
Night Leq *		61.4
Ldn *		67.8

* Day Leq, Night Leq and Ldn are Calculated Levels

APPENDIX B

HOURLY LRT NOISE CALCULATIONS AT NOISE MONITORING SITES

Table 1
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : SHADY GROVE TO EAST GAITHER, RECEPTOR T-1

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Shady Grove Sta.													
		Sta. 30+30			Rec.1 (T-N3)	Horn Not Blown							
		At Grade			70	0							
12-12:30am	4	15	2	23.2	50	90559.47468							
12:30-1	4	15	2	23.2	50	90559.47468							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	23.2	51	135839.212							
5:30-6	10	6	2	23.2	54	226398.6867							
6-6:30	10	6	2	23.2	54	226398.6867							
6:30-7	10	6	2	23.2	54	226398.6867							
7-7:30	10	6	2	23.2	54	226398.6867							
7:30-8	10	6	2	23.2	54	226398.6867							
8-8:30	10	6	2	23.2	54	226398.6867							
8:30-9	10	6	2	23.2	54	226398.6867							
9-9:30	10	6	2	23.2	54	226398.6867							
9:30-10	6	10	2	23.2	51	135839.212							
10-10:30	6	10	2	23.2	51	135839.212							
10:30-11	6	10	2	23.2	51	135839.212							
11-11:30	6	10	2	23.2	51	135839.212							
11:30-12noon	6	10	2	23.2	51	135839.212							
12noon-12:30pm	6	10	2	23.2	51	135839.212							
12:30-1	6	10	2	23.2	51	135839.212							
1-1:30	6	10	2	23.2	51	135839.212							
1:30-2	6	10	2	23.2	51	135839.212							
2-2:30	6	10	2	23.2	51	135839.212							
2:30-3	6	10	2	23.2	51	135839.212							
3-3:30	6	10	2	23.2	51	135839.212							
3:30-4	6	10	2	23.2	51	135839.212							
4-4:30	6	10	2	23.2	51	135839.212							
4:30-5	10	6	2	23.2	54	226398.6867							
5-5:30	10	6	2	23.2	54	226398.6867							
5:30-6	10	6	2	23.2	54	226398.6867							
6-6:30	10	6	2	23.2	54	226398.6867							
6:30-7	10	6	2	23.2	54	226398.6867							
7-7:30	10	6	2	23.2	54	226398.6867							
7:30-8	6	10	2	23.2	51	135839.212							
8-8:30	6	10	2	23.2	51	135839.212							
8:30-9	6	10	2	23.2	51	135839.212							
9-9:30	4	15	2	23.2	50	90559.47468							
9:30-10	4	15	2	23.2	50	90559.47468							
10-10:30	4	15	2	23.2	50	90559.47468							
10:30-11	4	15	2	23.2	50	90559.47468							
11-11:30	4	15	2	23.2	50	90559.47468							
11:30-12midnight	4	15	2	23.2	50	90559.47468							
Peak Leq					54								
Day Leq						52	4980771						
Night Leq						49	13583921						
Ldn						56							
East Gaither Sta.													

Table 2
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : SHADY GROVE TO EAST GAITHER, RECEPTOR T-2

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Shady Grove Sta.													
		Sta. 38+60			Rec.2 (T-N3)	Horn Not Blown							
		At Grade			70	0							
12-12:30am	4	15	2	23.2	50	90559.47468							
12:30-1	4	15	2	23.2	50	90559.47468							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	23.2	51	135839.212							
5:30-6	10	6	2	23.2	54	226398.6867							
6-6:30	10	6	2	23.2	54	226398.6867							
6:30-7	10	6	2	23.2	54	226398.6867							
7-7:30	10	6	2	23.2	54	226398.6867							
7:30-8	10	6	2	23.2	54	226398.6867							
8-8:30	10	6	2	23.2	54	226398.6867							
8:30-9	10	6	2	23.2	54	226398.6867							
9-9:30	10	6	2	23.2	54	226398.6867							
9:30-10	6	10	2	23.2	51	135839.212							
10-10:30	6	10	2	23.2	51	135839.212							
10:30-11	6	10	2	23.2	51	135839.212							
11-11:30	6	10	2	23.2	51	135839.212							
11:30-12noon	6	10	2	23.2	51	135839.212							
12noon-12:30pm	6	10	2	23.2	51	135839.212							
12:30-1	6	10	2	23.2	51	135839.212							
1-1:30	6	10	2	23.2	51	135839.212							
1:30-2	6	10	2	23.2	51	135839.212							
2-2:30	6	10	2	23.2	51	135839.212							
2:30-3	6	10	2	23.2	51	135839.212							
3-3:30	6	10	2	23.2	51	135839.212							
3:30-4	6	10	2	23.2	51	135839.212							
4-4:30	6	10	2	23.2	51	135839.212							
4:30-5	10	6	2	23.2	54	226398.6867							
5-5:30	10	6	2	23.2	54	226398.6867							
5:30-6	10	6	2	23.2	54	226398.6867							
6-6:30	10	6	2	23.2	54	226398.6867							
6:30-7	10	6	2	23.2	54	226398.6867							
7-7:30	10	6	2	23.2	54	226398.6867							
7:30-8	6	10	2	23.2	51	135839.212							
8-8:30	6	10	2	23.2	51	135839.212							
8:30-9	6	10	2	23.2	51	135839.212							
9-9:30	4	15	2	23.2	50	90559.47468							
9:30-10	4	15	2	23.2	50	90559.47468							
10-10:30	4	15	2	23.2	50	90559.47468							
10:30-11	4	15	2	23.2	50	90559.47468							
11-11:30	4	15	2	23.2	50	90559.47468							
11:30-12midnight	4	15	2	23.2	50	90559.47468							
Peak Leq					54								
Day Leq						52	4980771						
Night Leq						49	13583921						
Ldn						56							
East Gaither Sta.													

Table 3
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : WASHINGTONIAN TO DANAC, RECEPTOR T-3

	Trains	Headway	# of	Maximum	Leq (dB)	Energy							
	(two-way)	(minutes)	Cars	Speed		Power							
					Vehicle Leq								
Washingtonian Sta.													
		Sta. N-120+40			Rec.3 (T-N8)	Horn Not Blown							
			Aerial		90	0							
12-12:30am	4	15	2	23.2	52	156033.2629							
12:30-1	4	15	2	23.2	52	156033.2629							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	23.2	54	234049.8944							
5:30-6	10	6	2	23.2	56	390083.1573							
6-6:30	10	6	2	23.2	56	390083.1573							
6:30-7	10	6	2	23.2	56	390083.1573							
7-7:30	10	6	2	23.2	56	390083.1573							
7:30-8	10	6	2	23.2	56	390083.1573							
8-8:30	10	6	2	23.2	56	390083.1573							
8:30-9	10	6	2	23.2	56	390083.1573							
9-9:30	10	6	2	23.2	56	390083.1573							
9:30-10	6	10	2	23.2	54	234049.8944							
10-10:30	6	10	2	23.2	54	234049.8944							
10:30-11	6	10	2	23.2	54	234049.8944							
11-11:30	6	10	2	23.2	54	234049.8944							
11:30-12noon	6	10	2	23.2	54	234049.8944							
12noon-12:30pm	6	10	2	23.2	54	234049.8944							
12:30-1	6	10	2	23.2	54	234049.8944							
1-1:30	6	10	2	23.2	54	234049.8944							
1:30-2	6	10	2	23.2	54	234049.8944							
2-2:30	6	10	2	23.2	54	234049.8944							
2:30-3	6	10	2	23.2	54	234049.8944							
3-3:30	6	10	2	23.2	54	234049.8944							
3:30-4	6	10	2	23.2	54	234049.8944							
4-4:30	6	10	2	23.2	54	234049.8944							
4:30-5	10	6	2	23.2	56	390083.1573							
5-5:30	10	6	2	23.2	56	390083.1573							
5:30-6	10	6	2	23.2	56	390083.1573							
6-6:30	10	6	2	23.2	56	390083.1573							
6:30-7	10	6	2	23.2	56	390083.1573							
7-7:30	10	6	2	23.2	56	390083.1573							
7:30-8	6	10	2	23.2	54	234049.8944							
8-8:30	6	10	2	23.2	54	234049.8944							
8:30-9	6	10	2	23.2	54	234049.8944							
9-9:30	4	15	2	23.2	52	156033.2629							
9:30-10	4	15	2	23.2	52	156033.2629							
10-10:30	4	15	2	23.2	52	156033.2629							
10:30-11	4	15	2	23.2	52	156033.2629							
11-11:30	4	15	2	23.2	52	156033.2629							
11:30-12midnight	4	15	2	23.2	52	156033.2629							
Peak Leq					56								
Day Leq						55	8581829						
Night Leq						51	23404989						
Ldn						58							
Danac Sta.													

Table 4
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : WASHINGTONIAN TO DANAC, RECEPTOR T-4

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power						
					Vehicle Leq							
Washingtonian Sta.												
		Sta. N-144+00			Rec.4 (T-N9)	Horn Not Blown						
		At Grade			80	0						
12-12:30am	4	15	2	26.6	50	97439.10307						
12:30-1	4	15	2	26.6	50	97439.10307						
1-1:30												
1:30-2												
2-2:30												
2:30-3												
3-3:30												
3:30-4												
4-4:30		10										
4:30-5		10										
5-5:30	6	10	2	26.6	52	146158.6546						
5:30-6	10	6	2	26.6	54	243597.7577						
6-6:30	10	6	2	26.6	54	243597.7577						
6:30-7	10	6	2	26.6	54	243597.7577						
7-7:30	10	6	2	26.6	54	243597.7577						
7:30-8	10	6	2	26.6	54	243597.7577						
8-8:30	10	6	2	26.6	54	243597.7577						
8:30-9	10	6	2	26.6	54	243597.7577						
9-9:30	10	6	2	26.6	54	243597.7577						
9:30-10	6	10	2	26.6	52	146158.6546						
10-10:30	6	10	2	26.6	52	146158.6546						
10:30-11	6	10	2	26.6	52	146158.6546						
11-11:30	6	10	2	26.6	52	146158.6546						
11:30-12noon	6	10	2	26.6	52	146158.6546						
12noon-12:30pm	6	10	2	26.6	52	146158.6546						
12:30-1	6	10	2	26.6	52	146158.6546						
1-1:30	6	10	2	26.6	52	146158.6546						
1:30-2	6	10	2	26.6	52	146158.6546						
2-2:30	6	10	2	26.6	52	146158.6546						
2:30-3	6	10	2	26.6	52	146158.6546						
3-3:30	6	10	2	26.6	52	146158.6546						
3:30-4	6	10	2	26.6	52	146158.6546						
4-4:30	6	10	2	26.6	52	146158.6546						
4:30-5	10	6	2	26.6	54	243597.7577						
5-5:30	10	6	2	26.6	54	243597.7577						
5:30-6	10	6	2	26.6	54	243597.7577						
6-6:30	10	6	2	26.6	54	243597.7577						
6:30-7	10	6	2	26.6	54	243597.7577						
7-7:30	10	6	2	26.6	54	243597.7577						
7:30-8	6	10	2	26.6	52	146158.6546						
8-8:30	6	10	2	26.6	52	146158.6546						
8:30-9	6	10	2	26.6	52	146158.6546						
9-9:30	4	15	2	26.6	50	97439.10307						
9:30-10	4	15	2	26.6	50	97439.10307						
10-10:30	4	15	2	26.6	50	97439.10307						
10:30-11	4	15	2	26.6	50	97439.10307						
11-11:30	4	15	2	26.6	50	97439.10307						
11:30-12midnight	4	15	2	26.6	50	97439.10307						
Peak Leq					54							
Day Leq						53	5359151					
Night Leq						49	14615865					
Ldn						56						
Danac Sta.												

Table 5
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : WASHINGTONIAN TO DANAC, RECEPTOR T-5

	Trains	Headway	# of	Maximum	Leq (dB)	Energy			Energy			
	(two-way)	(minutes)	Cars	Speed		Power			Power			
					Vehicle Leq			Horn Leq			Combined	
											Leq	
Washingtonian Sta.												
			Sta. 146+00		Rec.5 (T-N10)			Horn Blown @				
			At Grade		170			300				
12-12:30am	4	15	2	26.6	45	31455.37565		54	229005.47		54	260460.85
12:30-1	4	15	2	26.6	45	31455.37565		54	229005.47		54	260460.85
1-1:30												
1:30-2												
2-2:30												
2:30-3												
3-3:30												
3:30-4												
4-4:30		10										
4:30-5		10										
5-5:30	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
5:30-6	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
6-6:30	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
6:30-7	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
7-7:30	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
7:30-8	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
8-8:30	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
8:30-9	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
9-9:30	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
9:30-10	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
10-10:30	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
10:30-11	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
11-11:30	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
11:30-12noon	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
12noon-12:30pm	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
12:30-1	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
1-1:30	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
1:30-2	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
2-2:30	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
2:30-3	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
3-3:30	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
3:30-4	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
4-4:30	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
4:30-5	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
5-5:30	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
5:30-6	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
6-6:30	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
6:30-7	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
7-7:30	10	6	2	26.6	49	78638.43912		58	572513.68		58	651152.12
7:30-8	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
8-8:30	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
8:30-9	6	10	2	26.6	47	47183.06347		55	343508.21		56	390691.27
9-9:30	4	15	2	26.6	45	31455.37565		54	229005.47		54	260460.85
9:30-10	4	15	2	26.6	45	31455.37565		54	229005.47		54	260460.85
10-10:30	4	15	2	26.6	45	31455.37565		54	229005.47		54	260460.85
10:30-11	4	15	2	26.6	45	31455.37565		54	229005.47		54	260460.85
11-11:30	4	15	2	26.6	45	31455.37565		54	229005.47		54	260460.85
11:30-12midnight	4	15	2	26.6	45	31455.37565		54	229005.47		54	260460.85
Peak Leq					49			58			58	
Day Leq						48	1730046		56	12595301	57	14325347
Night Leq						44	4718306		53	34350821	53	39069127
Ldn						51			60		60	
Danac Sta.												

Table 6
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : DANAC TO DECOVERLY, RECEPTOR T-6

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Danac Sta.													
		Sta. 158+60			Rec.6 (T-1)	Horn Not Blown							
		At Grade			130	0							
12-12:30am	4	15	2	15.4	42	15766.35852							
12:30-1	4	15	2	15.4	42	15766.35852							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	15.4	44	23649.53778							
5:30-6	10	6	2	15.4	46	39415.8963							
6-6:30	10	6	2	15.4	46	39415.8963							
6:30-7	10	6	2	15.4	46	39415.8963							
7-7:30	10	6	2	15.4	46	39415.8963							
7:30-8	10	6	2	15.4	46	39415.8963							
8-8:30	10	6	2	15.4	46	39415.8963							
8:30-9	10	6	2	15.4	46	39415.8963							
9-9:30	10	6	2	15.4	46	39415.8963							
9:30-10	6	10	2	15.4	44	23649.53778							
10-10:30	6	10	2	15.4	44	23649.53778							
10:30-11	6	10	2	15.4	44	23649.53778							
11-11:30	6	10	2	15.4	44	23649.53778							
11:30-12noon	6	10	2	15.4	44	23649.53778							
12noon-12:30pm	6	10	2	15.4	44	23649.53778							
12:30-1	6	10	2	15.4	44	23649.53778							
1-1:30	6	10	2	15.4	44	23649.53778							
1:30-2	6	10	2	15.4	44	23649.53778							
2-2:30	6	10	2	15.4	44	23649.53778							
2:30-3	6	10	2	15.4	44	23649.53778							
3-3:30	6	10	2	15.4	44	23649.53778							
3:30-4	6	10	2	15.4	44	23649.53778							
4-4:30	6	10	2	15.4	44	23649.53778							
4:30-5	10	6	2	15.4	46	39415.8963							
5-5:30	10	6	2	15.4	46	39415.8963							
5:30-6	10	6	2	15.4	46	39415.8963							
6-6:30	10	6	2	15.4	46	39415.8963							
6:30-7	10	6	2	15.4	46	39415.8963							
7-7:30	10	6	2	15.4	46	39415.8963							
7:30-8	6	10	2	15.4	44	23649.53778							
8-8:30	6	10	2	15.4	44	23649.53778							
8:30-9	6	10	2	15.4	44	23649.53778							
9-9:30	4	15	2	15.4	42	15766.35852							
9:30-10	4	15	2	15.4	42	15766.35852							
10-10:30	4	15	2	15.4	42	15766.35852							
10:30-11	4	15	2	15.4	42	15766.35852							
11-11:30	4	15	2	15.4	42	15766.35852							
11:30-12midnight	4	15	2	15.4	42	15766.35852							
Peak Leq					46								
Day Leq						45	867150						
Night Leq						41	2364954						
Ldn						48							
Decoverly Sta.													

Table 7
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : DANAC TO DECOVERLY, RECEPTOR T-7

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Decoverly Sta.													
		Sta. 182+30			Rec.7 (T-2)	Horn Not Blown							
		At Grade			210	0							
12-12:30am	4	15	2	38.9	47	48997.64935							
12:30-1	4	15	2	38.9	47	48997.64935							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	38.9	49	73496.47403							
5:30-6	10	6	2	38.9	51	122494.1234							
6-6:30	10	6	2	38.9	51	122494.1234							
6:30-7	10	6	2	38.9	51	122494.1234							
7-7:30	10	6	2	38.9	51	122494.1234							
7:30-8	10	6	2	38.9	51	122494.1234							
8-8:30	10	6	2	38.9	51	122494.1234							
8:30-9	10	6	2	38.9	51	122494.1234							
9-9:30	10	6	2	38.9	51	122494.1234							
9:30-10	6	10	2	38.9	49	73496.47403							
10-10:30	6	10	2	38.9	49	73496.47403							
10:30-11	6	10	2	38.9	49	73496.47403							
11-11:30	6	10	2	38.9	49	73496.47403							
11:30-12noon	6	10	2	38.9	49	73496.47403							
12noon-12:30pm	6	10	2	38.9	49	73496.47403							
12:30-1	6	10	2	38.9	49	73496.47403							
1-1:30	6	10	2	38.9	49	73496.47403							
1:30-2	6	10	2	38.9	49	73496.47403							
2-2:30	6	10	2	38.9	49	73496.47403							
2:30-3	6	10	2	38.9	49	73496.47403							
3-3:30	6	10	2	38.9	49	73496.47403							
3:30-4	6	10	2	38.9	49	73496.47403							
4-4:30	6	10	2	38.9	49	73496.47403							
4:30-5	10	6	2	38.9	51	122494.1234							
5-5:30	10	6	2	38.9	51	122494.1234							
5:30-6	10	6	2	38.9	51	122494.1234							
6-6:30	10	6	2	38.9	51	122494.1234							
6:30-7	10	6	2	38.9	51	122494.1234							
7-7:30	10	6	2	38.9	51	122494.1234							
7:30-8	6	10	2	38.9	49	73496.47403							
8-8:30	6	10	2	38.9	49	73496.47403							
8:30-9	6	10	2	38.9	49	73496.47403							
9-9:30	4	15	2	38.9	47	48997.64935							
9:30-10	4	15	2	38.9	47	48997.64935							
10-10:30	4	15	2	38.9	47	48997.64935							
10:30-11	4	15	2	38.9	47	48997.64935							
11-11:30	4	15	2	38.9	47	48997.64935							
11:30-12midnight	4	15	2	38.9	47	48997.64935							
Peak Leq					51								
Day Leq						50	2694871						
Night Leq						46	7349647						
Ldn						53							
Quince Orchard Park Sioux Lane Sta.Decoverly Sta.													

STATION : DECOVERLY TO QUINCE ORCHARD PARK SIOUX LANE, RECEPTOR T-8

	Trains	Headway	# of	Maximum	Leq (dB)	Energy							
	(two-way)	(minutes)	Cars	Speed		Power							
					Vehicle Leq								
Discovery Sta.													
		Sta. 197+30			Rec.8 (T-3)	Horn Not Blown							
		At Grade			230	0							
12-12:30am	4	15	2	29.5	44	24584.26693							
12:30-1	4	15	2	29.5	44	24584.26693							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	29.5	46	36876.4004							
5:30-6	10	6	2	29.5	48	61460.66733							
6-6:30	10	6	2	29.5	48	61460.66733							
6:30-7	10	6	2	29.5	48	61460.66733							
7-7:30	10	6	2	29.5	48	61460.66733							
7:30-8	10	6	2	29.5	48	61460.66733							
8-8:30	10	6	2	29.5	48	61460.66733							
8:30-9	10	6	2	29.5	48	61460.66733							
9-9:30	10	6	2	29.5	48	61460.66733							
9:30-10	6	10	2	29.5	46	36876.4004							
10-10:30	6	10	2	29.5	46	36876.4004							
10:30-11	6	10	2	29.5	46	36876.4004							
11-11:30	6	10	2	29.5	46	36876.4004							
11:30-12noon	6	10	2	29.5	46	36876.4004							
12noon-12:30pm	6	10	2	29.5	46	36876.4004							
12:30-1	6	10	2	29.5	46	36876.4004							
1-1:30	6	10	2	29.5	46	36876.4004							
1:30-2	6	10	2	29.5	46	36876.4004							
2-2:30	6	10	2	29.5	46	36876.4004							
2:30-3	6	10	2	29.5	46	36876.4004							
3-3:30	6	10	2	29.5	46	36876.4004							
3:30-4	6	10	2	29.5	46	36876.4004							
4-4:30	6	10	2	29.5	46	36876.4004							
4:30-5	10	6	2	29.5	48	61460.66733							
5-5:30	10	6	2	29.5	48	61460.66733							
5:30-6	10	6	2	29.5	48	61460.66733							
6-6:30	10	6	2	29.5	48	61460.66733							
6:30-7	10	6	2	29.5	48	61460.66733							
7-7:30	10	6	2	29.5	48	61460.66733							
7:30-8	6	10	2	29.5	46	36876.4004							
8-8:30	6	10	2	29.5	46	36876.4004							
8:30-9	6	10	2	29.5	46	36876.4004							
9-9:30	4	15	2	29.5	44	24584.26693							
9:30-10	4	15	2	29.5	44	24584.26693							
10-10:30	4	15	2	29.5	44	24584.26693							
10:30-11	4	15	2	29.5	44	24584.26693							
11-11:30	4	15	2	29.5	44	24584.26693							
11:30-12midnight	4	15	2	29.5	44	24584.26693							
Peak Leq					48								
Day Leq						47	1352135						
Night Leq						43	3687640						
Ldn						50							
Quince Orchard Park Sioux Lane Sta.													

Table 9
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS

STATION : DECOVERLY TO QUINCE ORCHARD PARK SIOUX LANE, RECEPTOR T-9

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Decoverly Sta.													
			Sta. 215+00		Rec.9 (T-4)	Horn Not Blown							
			At Grade		110	0							
12-12:30am	4	15	2	37.7	51	121394.4013							
12:30-1	4	15	2	37.7	51	121394.4013							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	37.7	53	182091.6019							
5:30-6	10	6	2	37.7	55	303486.0032							
6-6:30	10	6	2	37.7	55	303486.0032							
6:30-7	10	6	2	37.7	55	303486.0032							
7-7:30	10	6	2	37.7	55	303486.0032							
7:30-8	10	6	2	37.7	55	303486.0032							
8-8:30	10	6	2	37.7	55	303486.0032							
8:30-9	10	6	2	37.7	55	303486.0032							
9-9:30	10	6	2	37.7	55	303486.0032							
9:30-10	6	10	2	37.7	53	182091.6019							
10-10:30	6	10	2	37.7	53	182091.6019							
10:30-11	6	10	2	37.7	53	182091.6019							
11-11:30	6	10	2	37.7	53	182091.6019							
11:30-12noon	6	10	2	37.7	53	182091.6019							
12noon-12:30pm	6	10	2	37.7	53	182091.6019							
12:30-1	6	10	2	37.7	53	182091.6019							
1-1:30	6	10	2	37.7	53	182091.6019							
1:30-2	6	10	2	37.7	53	182091.6019							
2-2:30	6	10	2	37.7	53	182091.6019							
2:30-3	6	10	2	37.7	53	182091.6019							
3-3:30	6	10	2	37.7	53	182091.6019							
3:30-4	6	10	2	37.7	53	182091.6019							
4-4:30	6	10	2	37.7	53	182091.6019							
4:30-5	10	6	2	37.7	55	303486.0032							
5-5:30	10	6	2	37.7	55	303486.0032							
5:30-6	10	6	2	37.7	55	303486.0032							
6-6:30	10	6	2	37.7	55	303486.0032							
6:30-7	10	6	2	37.7	55	303486.0032							
7-7:30	10	6	2	37.7	55	303486.0032							
7:30-8	6	10	2	37.7	53	182091.6019							
8-8:30	6	10	2	37.7	53	182091.6019							
8:30-9	6	10	2	37.7	53	182091.6019							
9-9:30	4	15	2	37.7	51	121394.4013							
9:30-10	4	15	2	37.7	51	121394.4013							
10-10:30	4	15	2	37.7	51	121394.4013							
10:30-11	4	15	2	37.7	51	121394.4013							
11-11:30	4	15	2	37.7	51	121394.4013							
11:30-12midnight	4	15	2	37.7	51	121394.4013							
Peak Leq					55								
Day Leq						53	6676692						
Night Leq						50	18209160						
Ldn						57							
Quince Orchard Park Sioux Lane Sta.													

STATION : DECOVERLY TO QUINCE ORCHARD PARK SIOUX LANE, RECEPTOR T-10

Quince Orchard Park Sioux Lane Sta.

Table 11
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS

STATION : DECOVERLY TO QUINCE ORCHARD PARK SIOUX LANE, RECEPTOR T-11

	Trains	Headway	# of	Maximum	Leq (dB)	Energy			Energy			Energy	
	(two-way)	(minutes)	Cars	Speed		Power			Power			Power	
					Vehicle Leq		Horn Leq			Combined			
										Leq			
Decoverly Sta.													
					Sta. 233+60 At Grade	Rec.11 (T-N4) 70	Horn Not Blown 620						
12-12:30am	4	15	2	40	54	269201.7678		46	35655.508		55	304857.28	
12:30-1	4	15	2	40	54	269201.7678		46	35655.508		55	304857.28	
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
5:30-6	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
6-6:30	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
6:30-7	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
7-7:30	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
7:30-8	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
8-8:30	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
8:30-9	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
9-9:30	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
9:30-10	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
10-10:30	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
10:30-11	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
11-11:30	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
11:30-12noon	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
12noon-12:30pm	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
12:30-1	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
1-1:30	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
1:30-2	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
2-2:30	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
2:30-3	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
3-3:30	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
3:30-4	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
4-4:30	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
4:30-5	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
5-5:30	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
5:30-6	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
6-6:30	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
6:30-7	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
7-7:30	10	6	2	40	58	673004.4194		50	89138.771		59	762143.19	
7:30-8	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
8-8:30	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
8:30-9	6	10	2	40	56	403802.6517		47	53483.263		57	457285.91	
9-9:30	4	15	2	40	54	269201.7678		46	35655.508		55	304857.28	
9:30-10	4	15	2	40	54	269201.7678		46	35655.508		55	304857.28	
10-10:30	4	15	2	40	54	269201.7678		46	35655.508		55	304857.28	
10:30-11	4	15	2	40	54	269201.7678		46	35655.508		55	304857.28	
11-11:30	4	15	2	40	54	269201.7678		46	35655.508		55	304857.28	
11:30-12midnight	4	15	2	40	54	269201.7678		46	35655.508		55	304857.28	
Peak Leq					58			50			59		
Day Leq						57	14806097		48	1961053		57	16767150
Night Leq						54	40380265		45	5348326		54	45728591
Ldn						61			52			61	
Quince Orchard Park Sioux Lane Sta.													

STATION : DECOVERLY TO QUINCE ORCHARD PARK SIOUX LANE, RECEPTOR T-12

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Discovery Sta.													
		Sta. 251+90			Rec.12 (T-N1)	Horn Not Blown							
		At Grade			90	0							
12-12:30am	4	15	2	31.8	51	116706.6117							
12:30-1	4	15	2	31.8	51	116706.6117							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	31.8	52	175059.9176							
5:30-6	10	6	2	31.8	55	291766.5293							
6-6:30	10	6	2	31.8	55	291766.5293							
6:30-7	10	6	2	31.8	55	291766.5293							
7-7:30	10	6	2	31.8	55	291766.5293							
7:30-8	10	6	2	31.8	55	291766.5293							
8-8:30	10	6	2	31.8	55	291766.5293							
8:30-9	10	6	2	31.8	55	291766.5293							
9-9:30	10	6	2	31.8	55	291766.5293							
9:30-10	6	10	2	31.8	52	175059.9176							
10-10:30	6	10	2	31.8	52	175059.9176							
10:30-11	6	10	2	31.8	52	175059.9176							
11-11:30	6	10	2	31.8	52	175059.9176							
11:30-12noon	6	10	2	31.8	52	175059.9176							
12noon-12:30pm	6	10	2	31.8	52	175059.9176							
12:30-1	6	10	2	31.8	52	175059.9176							
1-1:30	6	10	2	31.8	52	175059.9176							
1:30-2	6	10	2	31.8	52	175059.9176							
2-2:30	6	10	2	31.8	52	175059.9176							
2:30-3	6	10	2	31.8	52	175059.9176							
3-3:30	6	10	2	31.8	52	175059.9176							
3:30-4	6	10	2	31.8	52	175059.9176							
4-4:30	6	10	2	31.8	52	175059.9176							
4:30-5	10	6	2	31.8	55	291766.5293							
5-5:30	10	6	2	31.8	55	291766.5293							
5:30-6	10	6	2	31.8	55	291766.5293							
6-6:30	10	6	2	31.8	55	291766.5293							
6:30-7	10	6	2	31.8	55	291766.5293							
7-7:30	10	6	2	31.8	55	291766.5293							
7:30-8	6	10	2	31.8	52	175059.9176							
8-8:30	6	10	2	31.8	52	175059.9176							
8:30-9	6	10	2	31.8	52	175059.9176							
9-9:30	4	15	2	31.8	51	116706.6117							
9:30-10	4	15	2	31.8	51	116706.6117							
10-10:30	4	15	2	31.8	51	116706.6117							
10:30-11	4	15	2	31.8	51	116706.6117							
11-11:30	4	15	2	31.8	51	116706.6117							
11:30-12midnight	4	15	2	31.8	51	116706.6117							
Peak Leq					55								
Day Leq						53	6418864						
Night Leq						50	17505992						
Ldn						57							
Quince Orchard Park Sioux Lane Sta.													

Table 13
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : QUINCE ORCHARD PARK SIOUX LANE TO N.I.S.T., RECEPTOR T-13

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Quince Orchard Park Sioux Lane Sta													
				Sta. 300+15	Rec.13 (T-6)	Horn Not Blown							
				At Grade	135	0							
12-12:30am	4	15	2	32.2	48	65135.24866							
12:30-1	4	15	2	32.2	48	65135.24866							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	32.2	50	97702.873							
5:30-6	10	6	2	32.2	52	162838.1217							
6-6:30	10	6	2	32.2	52	162838.1217							
6:30-7	10	6	2	32.2	52	162838.1217							
7-7:30	10	6	2	32.2	52	162838.1217							
7:30-8	10	6	2	32.2	52	162838.1217							
8-8:30	10	6	2	32.2	52	162838.1217							
8:30-9	10	6	2	32.2	52	162838.1217							
9-9:30	10	6	2	32.2	52	162838.1217							
9:30-10	6	10	2	32.2	50	97702.873							
10-10:30	6	10	2	32.2	50	97702.873							
10:30-11	6	10	2	32.2	50	97702.873							
11-11:30	6	10	2	32.2	50	97702.873							
11:30-12noon	6	10	2	32.2	50	97702.873							
12noon-12:30pm	6	10	2	32.2	50	97702.873							
12:30-1	6	10	2	32.2	50	97702.873							
1-1:30	6	10	2	32.2	50	97702.873							
1:30-2	6	10	2	32.2	50	97702.873							
2-2:30	6	10	2	32.2	50	97702.873							
2:30-3	6	10	2	32.2	50	97702.873							
3-3:30	6	10	2	32.2	50	97702.873							
3:30-4	6	10	2	32.2	50	97702.873							
4-4:30	6	10	2	32.2	50	97702.873							
4:30-5	10	6	2	32.2	52	162838.1217							
5-5:30	10	6	2	32.2	52	162838.1217							
5:30-6	10	6	2	32.2	52	162838.1217							
6-6:30	10	6	2	32.2	52	162838.1217							
6:30-7	10	6	2	32.2	52	162838.1217							
7-7:30	10	6	2	32.2	52	162838.1217							
7:30-8	6	10	2	32.2	50	97702.873							
8-8:30	6	10	2	32.2	50	97702.873							
8:30-9	6	10	2	32.2	50	97702.873							
9-9:30	4	15	2	32.2	48	65135.24866							
9:30-10	4	15	2	32.2	48	65135.24866							
10-10:30	4	15	2	32.2	48	65135.24866							
10:30-11	4	15	2	32.2	48	65135.24866							
11-11:30	4	15	2	32.2	48	65135.24866							
11:30-12midnight	4	15	2	32.2	48	65135.24866							
Peak Leq					52								
Day Leq						51	3582439						
Night Leq						47	9770287						
Ldn						54							
N.I.S.T. Sta.													

STATION : QUINCE ORCHARD PARK SIOUX LANE TO N.I.S.T., RECEPTOR T-14

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power						
					Vehicle Leq							
N.I.S.T. Sta.												
		Sta. 351+75			Rec.14 (T-7)	Horn Not Blown						
		At Grade			85	0						
12-12:30am	4	15	2	27.3	50	93713.44221						
12:30-1	4	15	2	27.3	50	93713.44221						
1-1:30												
1:30-2												
2-2:30												
2:30-3												
3-3:30												
3:30-4												
4-4:30		10										
4:30-5		10										
5-5:30	6	10	2	27.3	51	140570.1633						
5:30-6	10	6	2	27.3	54	234283.6055						
6-6:30	10	6	2	27.3	54	234283.6055						
6:30-7	10	6	2	27.3	54	234283.6055						
7-7:30	10	6	2	27.3	54	234283.6055						
7:30-8	10	6	2	27.3	54	234283.6055						
8-8:30	10	6	2	27.3	54	234283.6055						
8:30-9	10	6	2	27.3	54	234283.6055						
9-9:30	10	6	2	27.3	54	234283.6055						
9:30-10	6	10	2	27.3	51	140570.1633						
10-10:30	6	10	2	27.3	51	140570.1633						
10:30-11	6	10	2	27.3	51	140570.1633						
11-11:30	6	10	2	27.3	51	140570.1633						
11:30-12noon	6	10	2	27.3	51	140570.1633						
12noon-12:30pm	6	10	2	27.3	51	140570.1633						
12:30-1	6	10	2	27.3	51	140570.1633						
1-1:30	6	10	2	27.3	51	140570.1633						
1:30-2	6	10	2	27.3	51	140570.1633						
2-2:30	6	10	2	27.3	51	140570.1633						
2:30-3	6	10	2	27.3	51	140570.1633						
3-3:30	6	10	2	27.3	51	140570.1633						
3:30-4	6	10	2	27.3	51	140570.1633						
4-4:30	6	10	2	27.3	51	140570.1633						
4:30-5	10	6	2	27.3	54	234283.6055						
5-5:30	10	6	2	27.3	54	234283.6055						
5:30-6	10	6	2	27.3	54	234283.6055						
6-6:30	10	6	2	27.3	54	234283.6055						
6:30-7	10	6	2	27.3	54	234283.6055						
7-7:30	10	6	2	27.3	54	234283.6055						
7:30-8	6	10	2	27.3	51	140570.1633						
8-8:30	6	10	2	27.3	51	140570.1633						
8:30-9	6	10	2	27.3	51	140570.1633						
9-9:30	4	15	2	27.3	50	93713.44221						
9:30-10	4	15	2	27.3	50	93713.44221						
10-10:30	4	15	2	27.3	50	93713.44221						
10:30-11	4	15	2	27.3	50	93713.44221						
11-11:30	4	15	2	27.3	50	93713.44221						
11:30-12midnight	4	15	2	27.3	50	93713.44221						
Peak Leq					54							
Day Leq						52	5154239					
Night Leq						49	14057016					
Ldn						56						
Metropolitan Grove Sta.												

Table 15
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-15

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Metropolitan Grove Sta.													
			Sta.???		Rec.15 (T-N5)	Horn Not Blown							
			At Grade		40	0							
12-12:30am	4	15	2	33.2	56	429329.9296							
12:30-1	4	15	2	33.2	56	429329.9296							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	33.2	58	643994.8944							
5:30-6	10	6	2	33.2	60	1073324.824							
6-6:30	10	6	2	33.2	60	1073324.824							
6:30-7	10	6	2	33.2	60	1073324.824							
7-7:30	10	6	2	33.2	60	1073324.824							
7:30-8	10	6	2	33.2	60	1073324.824							
8-8:30	10	6	2	33.2	60	1073324.824							
8:30-9	10	6	2	33.2	60	1073324.824							
9-9:30	10	6	2	33.2	60	1073324.824							
9:30-10	6	10	2	33.2	58	643994.8944							
10-10:30	6	10	2	33.2	58	643994.8944							
10:30-11	6	10	2	33.2	58	643994.8944							
11-11:30	6	10	2	33.2	58	643994.8944							
11:30-12noon	6	10	2	33.2	58	643994.8944							
12noon-12:30pm	6	10	2	33.2	58	643994.8944							
12:30-1	6	10	2	33.2	58	643994.8944							
1-1:30	6	10	2	33.2	58	643994.8944							
1:30-2	6	10	2	33.2	58	643994.8944							
2-2:30	6	10	2	33.2	58	643994.8944							
2:30-3	6	10	2	33.2	58	643994.8944							
3-3:30	6	10	2	33.2	58	643994.8944							
3:30-4	6	10	2	33.2	58	643994.8944							
4-4:30	6	10	2	33.2	58	643994.8944							
4:30-5	10	6	2	33.2	60	1073324.824							
5-5:30	10	6	2	33.2	60	1073324.824							
5:30-6	10	6	2	33.2	60	1073324.824							
6-6:30	10	6	2	33.2	60	1073324.824							
6:30-7	10	6	2	33.2	60	1073324.824							
7-7:30	10	6	2	33.2	60	1073324.824							
7:30-8	6	10	2	33.2	58	643994.8944							
8-8:30	6	10	2	33.2	58	643994.8944							
8:30-9	6	10	2	33.2	58	643994.8944							
9-9:30	4	15	2	33.2	56	429329.9296							
9:30-10	4	15	2	33.2	56	429329.9296							
10-10:30	4	15	2	33.2	56	429329.9296							
10:30-11	4	15	2	33.2	56	429329.9296							
11-11:30	4	15	2	33.2	56	429329.9296							
11:30-12midnight	4	15	2	33.2	56	429329.9296							
Peak Leq					60								
Day Leq						59	23613146						
Night Leq						56	64399489						
Ldn						63							
Germantown Sta.													

Table 16
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-16

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power						
					Vehicle Leq							
Metropolitan Grove Sta.												
			Sta.429+00		Rec.16 (T-8) Elev.	Horn Not Blown						
			Aerial		160	0						
12-12:30am	4	15	2	33.2	51	134803.5031						
12:30-1	4	15	2	33.2	51	134803.5031						
1-1:30												
1:30-2												
2-2:30												
2:30-3												
3-3:30												
3:30-4												
4-4:30		10										
4:30-5		10										
5-5:30	6	10	2	33.2	53	202205.2547						
5:30-6	10	6	2	33.2	55	337008.7578						
6-6:30	10	6	2	33.2	55	337008.7578						
6:30-7	10	6	2	33.2	55	337008.7578						
7-7:30	10	6	2	33.2	55	337008.7578						
7:30-8	10	6	2	33.2	55	337008.7578						
8-8:30	10	6	2	33.2	55	337008.7578						
8:30-9	10	6	2	33.2	55	337008.7578						
9-9:30	10	6	2	33.2	55	337008.7578						
9:30-10	6	10	2	33.2	53	202205.2547						
10-10:30	6	10	2	33.2	53	202205.2547						
10:30-11	6	10	2	33.2	53	202205.2547						
11-11:30	6	10	2	33.2	53	202205.2547						
11:30-12noon	6	10	2	33.2	53	202205.2547						
12noon-12:30pm	6	10	2	33.2	53	202205.2547						
12:30-1	6	10	2	33.2	53	202205.2547						
1-1:30	6	10	2	33.2	53	202205.2547						
1:30-2	6	10	2	33.2	53	202205.2547						
2-2:30	6	10	2	33.2	53	202205.2547						
2:30-3	6	10	2	33.2	53	202205.2547						
3-3:30	6	10	2	33.2	53	202205.2547						
3:30-4	6	10	2	33.2	53	202205.2547						
4-4:30	6	10	2	33.2	53	202205.2547						
4:30-5	10	6	2	33.2	55	337008.7578						
5-5:30	10	6	2	33.2	55	337008.7578						
5:30-6	10	6	2	33.2	55	337008.7578						
6-6:30	10	6	2	33.2	55	337008.7578						
6:30-7	10	6	2	33.2	55	337008.7578						
7-7:30	10	6	2	33.2	55	337008.7578						
7:30-8	6	10	2	33.2	53	202205.2547						
8-8:30	6	10	2	33.2	53	202205.2547						
8:30-9	6	10	2	33.2	53	202205.2547						
9-9:30	4	15	2	33.2	51	134803.5031						
9:30-10	4	15	2	33.2	51	134803.5031						
10-10:30	4	15	2	33.2	51	134803.5031						
10:30-11	4	15	2	33.2	51	134803.5031						
11-11:30	4	15	2	33.2	51	134803.5031						
11:30-12midnight	4	15	2	33.2	51	134803.5031						
Peak Leq					55							
Day Leq						54	7414193					
Night Leq						51	20220525					
Ldn						58						
Germantown Sta.												

STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-17

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Metropolitan Grove Sta.													
		Sta.457+25			Rec.17 (T-9)	Horn Not Blown							
		At Grade			340	0							
12-12:30am	4	15	2	47.1	45	34868.11129							
12:30-1	4	15	2	47.1	45	34868.11129							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	47.1	47	52302.16694							
5:30-6	10	6	2	47.1	49	87170.27823							
6-6:30	10	6	2	47.1	49	87170.27823							
6:30-7	10	6	2	47.1	49	87170.27823							
7-7:30	10	6	2	47.1	49	87170.27823							
7:30-8	10	6	2	47.1	49	87170.27823							
8-8:30	10	6	2	47.1	49	87170.27823							
8:30-9	10	6	2	47.1	49	87170.27823							
9-9:30	10	6	2	47.1	49	87170.27823							
9:30-10	6	10	2	47.1	47	52302.16694							
10-10:30	6	10	2	47.1	47	52302.16694							
10:30-11	6	10	2	47.1	47	52302.16694							
11-11:30	6	10	2	47.1	47	52302.16694							
11:30-12noon	6	10	2	47.1	47	52302.16694							
12noon-12:30pm	6	10	2	47.1	47	52302.16694							
12:30-1	6	10	2	47.1	47	52302.16694							
1-1:30	6	10	2	47.1	47	52302.16694							
1:30-2	6	10	2	47.1	47	52302.16694							
2-2:30	6	10	2	47.1	47	52302.16694							
2:30-3	6	10	2	47.1	47	52302.16694							
3-3:30	6	10	2	47.1	47	52302.16694							
3:30-4	6	10	2	47.1	47	52302.16694							
4-4:30	6	10	2	47.1	47	52302.16694							
4:30-5	10	6	2	47.1	49	87170.27823							
5-5:30	10	6	2	47.1	49	87170.27823							
5:30-6	10	6	2	47.1	49	87170.27823							
6-6:30	10	6	2	47.1	49	87170.27823							
6:30-7	10	6	2	47.1	49	87170.27823							
7-7:30	10	6	2	47.1	49	87170.27823							
7:30-8	6	10	2	47.1	47	52302.16694							
8-8:30	6	10	2	47.1	47	52302.16694							
8:30-9	6	10	2	47.1	47	52302.16694							
9-9:30	4	15	2	47.1	45	34868.11129							
9:30-10	4	15	2	47.1	45	34868.11129							
10-10:30	4	15	2	47.1	45	34868.11129							
10:30-11	4	15	2	47.1	45	34868.11129							
11-11:30	4	15	2	47.1	45	34868.11129							
11:30-12midnight	4	15	2	47.1	45	34868.11129							
Peak Leq					49								
Day Leq						48	1917746						
Night Leq						45	5230217						
Ldn						52							
Germantown Sta.													

Table 18
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-18

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power						
					Vehicle Leq							
Metropolitan Grove Sta.												
			Sta.485+70		Rec.18 (T-10)	Horn Not Blown						
			At Grade		55	0						
12-12:30am	4	15	2	35	55	295935.482						
12:30-1	4	15	2	35	55	295935.482						
1-1:30												
1:30-2												
2-2:30												
2:30-3												
3-3:30												
3:30-4												
4-4:30		10										
4:30-5		10										
5-5:30	6	10	2	35	56	443903.2231						
5:30-6	10	6	2	35	59	739838.7051						
6-6:30	10	6	2	35	59	739838.7051						
6:30-7	10	6	2	35	59	739838.7051						
7-7:30	10	6	2	35	59	739838.7051						
7:30-8	10	6	2	35	59	739838.7051						
8-8:30	10	6	2	35	59	739838.7051						
8:30-9	10	6	2	35	59	739838.7051						
9-9:30	10	6	2	35	59	739838.7051						
9:30-10	6	10	2	35	56	443903.2231						
10-10:30	6	10	2	35	56	443903.2231						
10:30-11	6	10	2	35	56	443903.2231						
11-11:30	6	10	2	35	56	443903.2231						
11:30-12noon	6	10	2	35	56	443903.2231						
12noon-12:30pm	6	10	2	35	56	443903.2231						
12:30-1	6	10	2	35	56	443903.2231						
1-1:30	6	10	2	35	56	443903.2231						
1:30-2	6	10	2	35	56	443903.2231						
2-2:30	6	10	2	35	56	443903.2231						
2:30-3	6	10	2	35	56	443903.2231						
3-3:30	6	10	2	35	56	443903.2231						
3:30-4	6	10	2	35	56	443903.2231						
4-4:30	6	10	2	35	56	443903.2231						
4:30-5	10	6	2	35	59	739838.7051						
5-5:30	10	6	2	35	59	739838.7051						
5:30-6	10	6	2	35	59	739838.7051						
6-6:30	10	6	2	35	59	739838.7051						
6:30-7	10	6	2	35	59	739838.7051						
7-7:30	10	6	2	35	59	739838.7051						
7:30-8	6	10	2	35	56	443903.2231						
8-8:30	6	10	2	35	56	443903.2231						
8:30-9	6	10	2	35	56	443903.2231						
9-9:30	4	15	2	35	55	295935.482						
9:30-10	4	15	2	35	55	295935.482						
10-10:30	4	15	2	35	55	295935.482						
10:30-11	4	15	2	35	55	295935.482						
11-11:30	4	15	2	35	55	295935.482						
11:30-12midnight	4	15	2	35	55	295935.482						
Peak Leq					59							
Day Leq						57	16276452					
Night Leq						54	44390322					
Ldn						61						
Germantown Sta.												

Table 19
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-19

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power	Energy Power	Energy Power		
					Vehicle Leq		Horn Leq	Combined Leq		
Metropolitan Grove Sta.										
12-12:30am	4	15	2	35	44	27207.92535	49	88798.04	51	116005.97
12:30-1	4	15	2	35	44	27207.92535	49	88798.04	51	116005.97
1-1:30										
1:30-2										
2-2:30										
2:30-3										
3-3:30										
3:30-4										
4-4:30		10								
4:30-5		10								
5-5:30	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
5:30-6	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
6-6:30	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
6:30-7	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
7-7:30	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
7:30-8	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
8-8:30	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
8:30-9	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
9-9:30	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
9:30-10	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
10-10:30	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
10:30-11	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
11-11:30	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
11:30-12noon	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
12noon-12:30pm	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
12:30-1	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
1-1:30	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
1:30-2	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
2-2:30	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
2:30-3	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
3-3:30	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
3:30-4	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
4-4:30	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
4:30-5	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
5-5:30	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
5:30-6	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
6-6:30	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
6:30-7	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
7-7:30	10	6	2	35	48	68019.81336	53	221995.1	55	290014.91
7:30-8	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
8-8:30	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
8:30-9	6	10	2	35	46	40811.88802	51	133197.06	52	174008.95
9-9:30	4	15	2	35	44	27207.92535	49	88798.04	51	116005.97
9:30-10	4	15	2	35	44	27207.92535	49	88798.04	51	116005.97
10-10:30	4	15	2	35	44	27207.92535	49	88798.04	51	116005.97
10:30-11	4	15	2	35	44	27207.92535	49	88798.04	51	116005.97
11-11:30	4	15	2	35	44	27207.92535	49	88798.04	51	116005.97
11:30-12midnight	4	15	2	35	44	27207.92535	49	88798.04	51	116005.97
Peak Leq					48		53		55	
Day Leq						47	1496436	52	4883892	53
Night Leq						44	4081189	49	13319706	50
Ldn						51		56		57
Germantown Sta.										

6380328
17400895

6380328
17400895

STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-20

	Trains	Headway	# of	Maximum	Leq (dB)	Energy							
	(two-way)	(minutes)	Cars	Speed		Power							
					Vehicle Leq								
Metropolitan Grove Sta.													
		Sta.530+75			Rec.20 (T-12)	Horn Not Blown							
		At Grade			90	0							
12-12:30am	4	15	2	30.6	50	108064.7551							
12:30-1	4	15	2	30.6	50	108064.7551							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	30.6	52	162097.1327							
5:30-6	10	6	2	30.6	54	270161.8878							
6-6:30	10	6	2	30.6	54	270161.8878							
6:30-7	10	6	2	30.6	54	270161.8878							
7-7:30	10	6	2	30.6	54	270161.8878							
7:30-8	10	6	2	30.6	54	270161.8878							
8-8:30	10	6	2	30.6	54	270161.8878							
8:30-9	10	6	2	30.6	54	270161.8878							
9-9:30	10	6	2	30.6	54	270161.8878							
9:30-10	6	10	2	30.6	52	162097.1327							
10-10:30	6	10	2	30.6	52	162097.1327							
10:30-11	6	10	2	30.6	52	162097.1327							
11-11:30	6	10	2	30.6	52	162097.1327							
11:30-12noon	6	10	2	30.6	52	162097.1327							
12noon-12:30pm	6	10	2	30.6	52	162097.1327							
12:30-1	6	10	2	30.6	52	162097.1327							
1-1:30	6	10	2	30.6	52	162097.1327							
1:30-2	6	10	2	30.6	52	162097.1327							
2-2:30	6	10	2	30.6	52	162097.1327							
2:30-3	6	10	2	30.6	52	162097.1327							
3-3:30	6	10	2	30.6	52	162097.1327							
3:30-4	6	10	2	30.6	52	162097.1327							
4-4:30	6	10	2	30.6	52	162097.1327							
4:30-5	10	6	2	30.6	54	270161.8878							
5-5:30	10	6	2	30.6	54	270161.8878							
5:30-6	10	6	2	30.6	54	270161.8878							
6-6:30	10	6	2	30.6	54	270161.8878							
6:30-7	10	6	2	30.6	54	270161.8878							
7-7:30	10	6	2	30.6	54	270161.8878							
7:30-8	6	10	2	30.6	52	162097.1327							
8-8:30	6	10	2	30.6	52	162097.1327							
8:30-9	6	10	2	30.6	52	162097.1327							
9-9:30	4	15	2	30.6	50	108064.7551							
9:30-10	4	15	2	30.6	50	108064.7551							
10-10:30	4	15	2	30.6	50	108064.7551							
10:30-11	4	15	2	30.6	50	108064.7551							
11-11:30	4	15	2	30.6	50	108064.7551							
11:30-12midnight	4	15	2	30.6	50	108064.7551							
Peak Leq					54								
Day Leq						53	5943562						
Night Leq						50	16209713						
Ldn						57							
Germantown Sta.													

Table 21
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : CLOVERLEAF TO DORSEY MILL, RECEPTOR T-21

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power						
					Vehicle Leq							
Cloverleaf Sta.												
			Sta.613+60		Rec.21 (T-N6) Elev.	Horn Not Blown						
			Aerial		50	0						
12-12:30am	4	15	2	28.1	57	552793.1059						
12:30-1	4	15	2	28.1	57	552793.1059						
1-1:30												
1:30-2												
2-2:30												
2:30-3												
3-3:30												
3:30-4												
4-4:30		10										
4:30-5		10										
5-5:30	6	10	2	28.1	59	829189.6588						
5:30-6	10	6	2	28.1	61	1381982.765						
6-6:30	10	6	2	28.1	61	1381982.765						
6:30-7	10	6	2	28.1	61	1381982.765						
7-7:30	10	6	2	28.1	61	1381982.765						
7:30-8	10	6	2	28.1	61	1381982.765						
8-8:30	10	6	2	28.1	61	1381982.765						
8:30-9	10	6	2	28.1	61	1381982.765						
9-9:30	10	6	2	28.1	61	1381982.765						
9:30-10	6	10	2	28.1	59	829189.6588						
10-10:30	6	10	2	28.1	59	829189.6588						
10:30-11	6	10	2	28.1	59	829189.6588						
11-11:30	6	10	2	28.1	59	829189.6588						
11:30-12noon	6	10	2	28.1	59	829189.6588						
12noon-12:30pm	6	10	2	28.1	59	829189.6588						
12:30-1	6	10	2	28.1	59	829189.6588						
1-1:30	6	10	2	28.1	59	829189.6588						
1:30-2	6	10	2	28.1	59	829189.6588						
2-2:30	6	10	2	28.1	59	829189.6588						
2:30-3	6	10	2	28.1	59	829189.6588						
3-3:30	6	10	2	28.1	59	829189.6588						
3:30-4	6	10	2	28.1	59	829189.6588						
4-4:30	6	10	2	28.1	59	829189.6588						
4:30-5	10	6	2	28.1	61	1381982.765						
5-5:30	10	6	2	28.1	61	1381982.765						
5:30-6	10	6	2	28.1	61	1381982.765						
6-6:30	10	6	2	28.1	61	1381982.765						
6:30-7	10	6	2	28.1	61	1381982.765						
7-7:30	10	6	2	28.1	61	1381982.765						
7:30-8	6	10	2	28.1	59	829189.6588						
8-8:30	6	10	2	28.1	59	829189.6588						
8:30-9	6	10	2	28.1	59	829189.6588						
9-9:30	4	15	2	28.1	57	552793.1059						
9:30-10	4	15	2	28.1	57	552793.1059						
10-10:30	4	15	2	28.1	57	552793.1059						
10:30-11	4	15	2	28.1	57	552793.1059						
11-11:30	4	15	2	28.1	57	552793.1059						
11:30-12midnight	4	15	2	28.1	57	552793.1059						
Peak Leq					61							
Day Leq						60	30403621					
Night Leq						57	82918966					
Ldn						64						
Dorsey Mill Sta.												

Table 22
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : CLOVERLEAF TO DORSEY MILL, RECEPTOR T-22

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Cloverleaf Sta.													
		Sta.620+80			Rec.22 (T-N7)	Horn Not Blown							
		At Grade			90	0							
12-12:30am	4	15	2	28.1	50	91128.4242							
12:30-1	4	15	2	28.1	50	91128.4242							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	28.1	51	136692.6363							
5:30-6	10	6	2	28.1	54	227821.0605							
6-6:30	10	6	2	28.1	54	227821.0605							
6:30-7	10	6	2	28.1	54	227821.0605							
7-7:30	10	6	2	28.1	54	227821.0605							
7:30-8	10	6	2	28.1	54	227821.0605							
8-8:30	10	6	2	28.1	54	227821.0605							
8:30-9	10	6	2	28.1	54	227821.0605							
9-9:30	10	6	2	28.1	54	227821.0605							
9:30-10	6	10	2	28.1	51	136692.6363							
10-10:30	6	10	2	28.1	51	136692.6363							
10:30-11	6	10	2	28.1	51	136692.6363							
11-11:30	6	10	2	28.1	51	136692.6363							
11:30-12noon	6	10	2	28.1	51	136692.6363							
12noon-12:30pm	6	10	2	28.1	51	136692.6363							
12:30-1	6	10	2	28.1	51	136692.6363							
1-1:30	6	10	2	28.1	51	136692.6363							
1:30-2	6	10	2	28.1	51	136692.6363							
2-2:30	6	10	2	28.1	51	136692.6363							
2:30-3	6	10	2	28.1	51	136692.6363							
3-3:30	6	10	2	28.1	51	136692.6363							
3:30-4	6	10	2	28.1	51	136692.6363							
4-4:30	6	10	2	28.1	51	136692.6363							
4:30-5	10	6	2	28.1	54	227821.0605							
5-5:30	10	6	2	28.1	54	227821.0605							
5:30-6	10	6	2	28.1	54	227821.0605							
6-6:30	10	6	2	28.1	54	227821.0605							
6:30-7	10	6	2	28.1	54	227821.0605							
7-7:30	10	6	2	28.1	54	227821.0605							
7:30-8	6	10	2	28.1	51	136692.6363							
8-8:30	6	10	2	28.1	51	136692.6363							
8:30-9	6	10	2	28.1	51	136692.6363							
9-9:30	4	15	2	28.1	50	91128.4242							
9:30-10	4	15	2	28.1	50	91128.4242							
10-10:30	4	15	2	28.1	50	91128.4242							
10:30-11	4	15	2	28.1	50	91128.4242							
11-11:30	4	15	2	28.1	50	91128.4242							
11:30-12midnight	4	15	2	28.1	50	91128.4242							
Peak Leq					54								
Day Leq						52	5012063						
Night Leq						49	13669264						
Ldn						56							
Dorsey Mill Sta.													

Table 23
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : CLOVERLEAF TO DORSEY MILL, RECEPTOR T-23

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Cloverleaf Sta.													
		Sta.647+00			Rec.23 (T-13)	Horn Not Blown							
		At Grade			110	0							
12-12:30am	4	15	2	13.4	42	15336.4751							
12:30-1	4	15	2	13.4	42	15336.4751							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	13.4	44	23004.71265							
5:30-6	10	6	2	13.4	46	38341.18775							
6-6:30	10	6	2	13.4	46	38341.18775							
6:30-7	10	6	2	13.4	46	38341.18775							
7-7:30	10	6	2	13.4	46	38341.18775							
7:30-8	10	6	2	13.4	46	38341.18775							
8-8:30	10	6	2	13.4	46	38341.18775							
8:30-9	10	6	2	13.4	46	38341.18775							
9-9:30	10	6	2	13.4	46	38341.18775							
9:30-10	6	10	2	13.4	44	23004.71265							
10-10:30	6	10	2	13.4	44	23004.71265							
10:30-11	6	10	2	13.4	44	23004.71265							
11-11:30	6	10	2	13.4	44	23004.71265							
11:30-12noon	6	10	2	13.4	44	23004.71265							
12noon-12:30pm	6	10	2	13.4	44	23004.71265							
12:30-1	6	10	2	13.4	44	23004.71265							
1-1:30	6	10	2	13.4	44	23004.71265							
1:30-2	6	10	2	13.4	44	23004.71265							
2-2:30	6	10	2	13.4	44	23004.71265							
2:30-3	6	10	2	13.4	44	23004.71265							
3-3:30	6	10	2	13.4	44	23004.71265							
3:30-4	6	10	2	13.4	44	23004.71265							
4-4:30	6	10	2	13.4	44	23004.71265							
4:30-5	10	6	2	13.4	46	38341.18775							
5-5:30	10	6	2	13.4	46	38341.18775							
5:30-6	10	6	2	13.4	46	38341.18775							
6-6:30	10	6	2	13.4	46	38341.18775							
6:30-7	10	6	2	13.4	46	38341.18775							
7-7:30	10	6	2	13.4	46	38341.18775							
7:30-8	6	10	2	13.4	44	23004.71265							
8-8:30	6	10	2	13.4	44	23004.71265							
8:30-9	6	10	2	13.4	44	23004.71265							
9-9:30	4	15	2	13.4	42	15336.4751							
9:30-10	4	15	2	13.4	42	15336.4751							
10-10:30	4	15	2	13.4	42	15336.4751							
10:30-11	4	15	2	13.4	42	15336.4751							
11-11:30	4	15	2	13.4	42	15336.4751							
11:30-12midnight	4	15	2	13.4	42	15336.4751							
Peak Leq					46								
Day Leq						44	843506						
Night Leq						41	2300471						
Ldn						48							
Dorsey Mill Sta.													

Table 24
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : DORSEY MILL TO COMSAT, RECEPTOR T-24

	Trains (two-way)	Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)	Energy Power							
					Vehicle Leq								
Dorsey Mill Sta.													
		Sta.656+70			Rec.24 (T-14)	Horn Not Blown							
		At Grade			135	0							
12-12:30am	4	15	2	23.2	45	33812.73508							
12:30-1	4	15	2	23.2	45	33812.73508							
1-1:30													
1:30-2													
2-2:30													
2:30-3													
3-3:30													
3:30-4													
4-4:30		10											
4:30-5		10											
5-5:30	6	10	2	23.2	47	50719.10262							
5:30-6	10	6	2	23.2	49	84531.8377							
6-6:30	10	6	2	23.2	49	84531.8377							
6:30-7	10	6	2	23.2	49	84531.8377							
7-7:30	10	6	2	23.2	49	84531.8377							
7:30-8	10	6	2	23.2	49	84531.8377							
8-8:30	10	6	2	23.2	49	84531.8377							
8:30-9	10	6	2	23.2	49	84531.8377							
9-9:30	10	6	2	23.2	49	84531.8377							
9:30-10	6	10	2	23.2	47	50719.10262							
10-10:30	6	10	2	23.2	47	50719.10262							
10:30-11	6	10	2	23.2	47	50719.10262							
11-11:30	6	10	2	23.2	47	50719.10262							
11:30-12noon	6	10	2	23.2	47	50719.10262							
12noon-12:30pm	6	10	2	23.2	47	50719.10262							
12:30-1	6	10	2	23.2	47	50719.10262							
1-1:30	6	10	2	23.2	47	50719.10262							
1:30-2	6	10	2	23.2	47	50719.10262							
2-2:30	6	10	2	23.2	47	50719.10262							
2:30-3	6	10	2	23.2	47	50719.10262							
3-3:30	6	10	2	23.2	47	50719.10262							
3:30-4	6	10	2	23.2	47	50719.10262							
4-4:30	6	10	2	23.2	47	50719.10262							
4:30-5	10	6	2	23.2	49	84531.8377							
5-5:30	10	6	2	23.2	49	84531.8377							
5:30-6	10	6	2	23.2	49	84531.8377							
6-6:30	10	6	2	23.2	49	84531.8377							
6:30-7	10	6	2	23.2	49	84531.8377							
7-7:30	10	6	2	23.2	49	84531.8377							
7:30-8	6	10	2	23.2	47	50719.10262							
8-8:30	6	10	2	23.2	47	50719.10262							
8:30-9	6	10	2	23.2	47	50719.10262							
9-9:30	4	15	2	23.2	45	33812.73508							
9:30-10	4	15	2	23.2	45	33812.73508							
10-10:30	4	15	2	23.2	45	33812.73508							
10:30-11	4	15	2	23.2	45	33812.73508							
11-11:30	4	15	2	23.2	45	33812.73508							
11:30-12midnight	4	15	2	23.2	45	33812.73508							
Peak Leq					49								
Day Leq						48	1859700						
Night Leq						44	5071910						
Ldn						52							
Comsat Sta.													

Table 25
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
LRT TRAIN NOISE CALCULATIONS
STATION : DORSEY MILL TO COMSAT, RECEPTOR T-25

Trains (two-way)		Headway (minutes)	# of Cars	Maximum Speed	Leq (dB)		Energy		Energy		Energy	
							Power	Power	Power	Power		
				Vehicle Leq			Horn Leq		Combined Leq			
Dorsey Mill Sta.												
				Sta.696+15		Rec.25 (T-15)		Horn Blown @				
		At Grade			100	700						
12-12:30am	4	15	2	28.1	49	77806.81261		46	39816.915	51	117623.73	
12:30-1	4	15	2	28.1	49	77806.81261		46	39816.915	51	117623.73	
1-1:30												
1:30-2												
2-2:30												
2:30-3												
3-3:30												
3:30-4												
4-4:30		10										
4:30-5		10										
5-5:30	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
5:30-6	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
6-6:30	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
6:30-7	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
7-7:30	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
7:30-8	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
8-8:30	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
8:30-9	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
9-9:30	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
9:30-10	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
10-10:30	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
10:30-11	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
11-11:30	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
11:30-12noon	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
12noon-12:30pm	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
12:30-1	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
1-1:30	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
1:30-2	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
2-2:30	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
2:30-3	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
3-3:30	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
3:30-4	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
4-4:30	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
4:30-5	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
5-5:30	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
5:30-6	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
6-6:30	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
6:30-7	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
7-7:30	10	6	2	28.1	53	194517.0315		50	99542.287	55	294059.32	
7:30-8	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
8-8:30	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
8:30-9	6	10	2	28.1	51	116710.2189		48	59725.372	52	176435.59	
9-9:30	4	15	2	28.1	49	77806.81261		46	39816.915	51	117623.73	
9:30-10	4	15	2	28.1	49	77806.81261		46	39816.915	51	117623.73	
10-10:30	4	15	2	28.1	49	77806.81261		46	39816.915	51	117623.73	
10:30-11	4	15	2	28.1	49	77806.81261		46	39816.915	51	117623.73	
11-11:30	4	15	2	28.1	49	77806.81261		46	39816.915	51	117623.73	
11:30-12midnight	4	15	2	28.1	49	77806.81261		46	39816.915	51	117623.73	
Peak Leq					53			50		55		
Day Leq						52	4279375		49	2189930	53	6469305
Night Leq						48	11671022		45	5972537	50	17643559
Ldn						55			52		57	
Comsat Sta.												

Table 28

24 Hour Noise Monitoring Data

Site Y-3.....11450 Game Preserve Road, Gaithersburg

Date	Time	Leq
08/08/2001	12-1am	59.2
08/08/2001	1-2	57.3
08/08/2001	2-3	57.4
08/08/2001	3-4	53.7
08/08/2001	4-5	53.2
08/08/2001	5-6	49.9
08/08/2001	6-7	50.4
08/08/2001	7-8	55.6
08/08/2001	8-9	50.7
08/08/2001	9-10	51.7
08/08/2001	10-11	51.9
08/07/2001	11-12	51.0
08/07/2001	12-1pm	55.7
08/07/2001	1-2	52.1
08/07/2001	2-3	48.8
08/07/2001	3-4	51.9
08/07/2001	4-5	55.1
08/07/2001	5-6	56.8
08/07/2001	6-7	53.0
08/07/2001	7-8	54.0
08/07/2001	8-9	56.7
08/07/2001	9-10	60.0
08/07/2001	10-11	58.9
08/07/2001	11-12	59.8
Peak Leq		60.0
Day Leq *		54.7
Night Leq *		56.8
Ldn *		63.0

* Day Leq, Night Leq and Ldn are Calculated Levels

APPENDIX C

HOURLY BRT NOISE CALCULATIONS AT NOISE MONITORING SITES

Table 1
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : DORSEY MILL TO COMSAT, RECEPTOR T-1

	BRT (vp1/2h)	Speed mph	Receptor T-1 Distance= 70		
			Leq at 70'	Energy Power	
			dBA		
12-12:30am	2	21.4	45.7	37068	
12:30-1	2	21.4	45.7	37068	
1-1:30	2	21.4	45.7	37068	
1:30-2	2	21.4	45.7	37068	
2-2:30	2	21.4	45.7	37068	
2:30-3	2	21.4	45.7	37068	
3-3:30	2	21.4	45.7	37068	
3:30-4	2	21.4	45.7	37068	
4-4:30	2	21.4	45.7	37068	
4:30-5	2	21.4	45.7	37068	
5-5:30	2	21.4	45.7	37068	
5:30-6	16.5	21.4	54.9	305814	
6-6:30	16.5	21.4	54.9	305814	
6:30-7	31.5	21.4	57.7	583827	
7-7:30	31.5	21.4	57.7	583827	
7:30-8	31.5	21.4	57.7	583827	
8-8:30	31.5	21.4	57.7	583827	
8:30-9	16	21.4	54.7	296547	
9-9:30	16	21.4	54.7	296547	
9:30-10	16	21.4	54.7	296547	
10-10:30	16	21.4	54.7	296547	
10:30-11	16	21.4	54.7	296547	
11-11:30	16	21.4	54.7	296547	
11:30-12noon	16	21.4	54.7	296547	
12noon-12:30pm	16	21.4	54.7	296547	
12:30-1	16	21.4	54.7	296547	
1-1:30	16	21.4	54.7	296547	
1:30-2	16	21.4	54.7	296547	
2-2:30	16	21.4	54.7	296547	
2:30-3	16	21.4	54.7	296547	
3-3:30	16	21.4	54.7	296547	
3:30-4	16	21.4	54.7	296547	
4-4:30	16	21.4	54.7	296547	
4:30-5	31.5	21.4	57.7	583827	
5-5:30	31.5	21.4	57.7	583827	
5:30-6	31.5	21.4	57.7	583827	
6-6:30	31.5	21.4	57.7	583827	
6:30-7	16	21.4	54.7	296547	
7-7:30	16	21.4	54.7	296547	
7:30-8	16	21.4	54.7	296547	
8-8:30	16	21.4	54.7	296547	
8:30-9	16	21.4	54.7	296547	
9-9:30	9	21.4	52.2	166808	
9:30-10	9	21.4	52.2	166808	
10-10:30	9	21.4	52.2	166808	
10:30-11	9	21.4	52.2	166808	
11-11:30	9	21.4	52.2	166808	
11:30-12midnight	9	21.4	52.2	166808	
Peak Leq			57.7		
Day Leq				55.5	10647891.9
Night Leq				51.0	22704382.2
Ldn				58.4	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus	21.4	1.6
Buses	21.4	-9.2

6-16 BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 2
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : SHADY GROVE TO EAST GAITHER, RECEPTOR T-2

	BRT (vp1/2h)	Speed mph	Receptor T-2 Distance= 70		
			Leq at 70'	Energy Power	
			dBA		
12-12:30am	2	21.4	45.7	37068	
12:30-1	2	21.4	45.7	37068	
1-1:30	2	21.4	45.7	37068	
1:30-2	2	21.4	45.7	37068	
2-2:30	2	21.4	45.7	37068	
2:30-3	2	21.4	45.7	37068	
3-3:30	2	21.4	45.7	37068	
3:30-4	2	21.4	45.7	37068	
4-4:30	2	21.4	45.7	37068	
4:30-5	2	21.4	45.7	37068	
5-5:30	2	21.4	45.7	37068	
5:30-6	16.5	21.4	54.9	305814	
6-6:30	16.5	21.4	54.9	305814	
6:30-7	31.5	21.4	57.7	583827	
7-7:30	31.5	21.4	57.7	583827	
7:30-8	31.5	21.4	57.7	583827	
8-8:30	31.5	21.4	57.7	583827	
8:30-9	16	21.4	54.7	296547	
9-9:30	16	21.4	54.7	296547	
9:30-10	16	21.4	54.7	296547	
10-10:30	16	21.4	54.7	296547	
10:30-11	16	21.4	54.7	296547	
11-11:30	16	21.4	54.7	296547	
11:30-12noon	16	21.4	54.7	296547	
12noon-12:30pm	16	21.4	54.7	296547	
12:30-1	16	21.4	54.7	296547	
1-1:30	16	21.4	54.7	296547	
1:30-2	16	21.4	54.7	296547	
2-2:30	16	21.4	54.7	296547	
2:30-3	16	21.4	54.7	296547	
3-3:30	16	21.4	54.7	296547	
3:30-4	16	21.4	54.7	296547	
4-4:30	16	21.4	54.7	296547	
4:30-5	31.5	21.4	57.7	583827	
5-5:30	31.5	21.4	57.7	583827	
5:30-6	31.5	21.4	57.7	583827	
6-6:30	31.5	21.4	57.7	583827	
6:30-7	16	21.4	54.7	296547	
7-7:30	16	21.4	54.7	296547	
7:30-8	16	21.4	54.7	296547	
8-8:30	16	21.4	54.7	296547	
8:30-9	16	21.4	54.7	296547	
9-9:30	9	21.4	52.2	166808	
9:30-10	9	21.4	52.2	166808	
10-10:30	9	21.4	52.2	166808	
10:30-11	9	21.4	52.2	166808	
11-11:30	9	21.4	52.2	166808	
11:30-12midnight	9	21.4	52.2	166808	
Peak Leq			57.7		
Day Leq				55.5	10647891.9
Night Leq				51.0	22704382.2
Ldn				58.4	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus	21.4	1.6
Buses	21.4	-9.2

6-16 BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 3
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : WASHINGTONIAN TO DANAC, RECEPTOR T-3

	BRT (vp1/2h)	Speed mph	Receptor T-3 Distance= 90		
			Leq at 90'	Energy Power	
			dBA		
12-12:30am	2	19.9	44.4	27343	
12:30-1	2	19.9	44.4	27343	
1-1:30	2	19.9	44.4	27343	
1:30-2	2	19.9	44.4	27343	
2-2:30	2	19.9	44.4	27343	
2:30-3	2	19.9	44.4	27343	
3-3:30	2	19.9	44.4	27343	
3:30-4	2	19.9	44.4	27343	
4-4:30	2	19.9	44.4	27343	
4:30-5	2	19.9	44.4	27343	
5-5:30	2	19.9	44.4	27343	
5:30-6	16.5	19.9	53.5	225580	
6-6:30	16.5	19.9	53.5	225580	
6:30-7	31.5	19.9	56.3	430654	
7-7:30	31.5	19.9	56.3	430654	
7:30-8	31.5	19.9	56.3	430654	
8-8:30	31.5	19.9	56.3	430654	
8:30-9	16	19.9	53.4	218745	
9-9:30	16	19.9	53.4	218745	
9:30-10	16	19.9	53.4	218745	
10-10:30	16	19.9	53.4	218745	
10:30-11	16	19.9	53.4	218745	
11-11:30	16	19.9	53.4	218745	
11:30-12noon	16	19.9	53.4	218745	
12noon-12:30pm	16	19.9	53.4	218745	
12:30-1	16	19.9	53.4	218745	
1-1:30	16	19.9	53.4	218745	
1:30-2	16	19.9	53.4	218745	
2-2:30	16	19.9	53.4	218745	
2:30-3	16	19.9	53.4	218745	
3-3:30	16	19.9	53.4	218745	
3:30-4	16	19.9	53.4	218745	
4-4:30	16	19.9	53.4	218745	
4:30-5	31.5	19.9	56.3	430654	
5-5:30	31.5	19.9	56.3	430654	
5:30-6	31.5	19.9	56.3	430654	
6-6:30	31.5	19.9	56.3	430654	
6:30-7	16	19.9	53.4	218745	
7-7:30	16	19.9	53.4	218745	
7:30-8	16	19.9	53.4	218745	
8-8:30	16	19.9	53.4	218745	
8:30-9	16	19.9	53.4	218745	
9-9:30	9	19.9	50.9	123044	
9:30-10	9	19.9	50.9	123044	
10-10:30	9	19.9	50.9	123044	
10:30-11	9	19.9	50.9	123044	
11-11:30	9	19.9	50.9	123044	
11:30-12midnight	9	19.9	50.9	123044	
Peak Leq			56.3		
Day Leq				54.2	7854302.5
Night Leq				49.7	16747642.5
Ldn				57.1	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus	21.4	1.6
Buses	21.4	-9.2

BRT

6-16

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 4
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : WASHINGTONIAN TO DANAC, RECEPTOR T-4

	BRT (vp1/2h)	Speed mpn	Receptor T-4 Distance= 80		
			Leq at 80'	Energy Power	
			dba		
12-12:30am	2	22.5	44.6	28857	
12:30-1	2	22.5	44.6	28857	
1-1:30	2	22.5	44.6	28857	
1:30-2	2	22.5	44.6	28857	
2-2:30	2	22.5	44.6	28857	
2:30-3	2	22.5	44.6	28857	
3-3:30	2	22.5	44.6	28857	
3:30-4	2	22.5	44.6	28857	
4-4:30	2	22.5	44.6	28857	
4:30-5	2	22.5	44.6	28857	
5-5:30	2	22.5	44.6	28857	
5:30-6	16.5	22.5	53.8	238068	
6-6:30	16.5	22.5	53.8	238068	
6:30-7	31.5	22.5	56.6	454493	
7-7:30	31.5	22.5	56.6	454493	
7:30-8	31.5	22.5	56.6	454493	
8-8:30	31.5	22.5	56.6	454493	
8:30-9	16	22.5	53.6	230854	
9-9:30	16	22.5	53.6	230854	
9:30-10	16	22.5	53.6	230854	
10-10:30	16	22.5	53.6	230854	
10:30-11	16	22.5	53.6	230854	
11-11:30	16	22.5	53.6	230854	
11:30-12noon	16	22.5	53.6	230854	
12noon-12:30pm	16	22.5	53.6	230854	
12:30-1	16	22.5	53.6	230854	
1-1:30	16	22.5	53.6	230854	
1:30-2	16	22.5	53.6	230854	
2-2:30	16	22.5	53.6	230854	
2:30-3	16	22.5	53.6	230854	
3-3:30	16	22.5	53.6	230854	
3:30-4	16	22.5	53.6	230854	
4-4:30	16	22.5	53.6	230854	
4:30-5	31.5	22.5	56.6	454493	
5-5:30	31.5	22.5	56.6	454493	
5:30-6	31.5	22.5	56.6	454493	
6-6:30	31.5	22.5	56.6	454493	
6:30-7	16	22.5	53.6	230854	
7-7:30	16	22.5	53.6	230854	
7:30-8	16	22.5	53.6	230854	
8-8:30	16	22.5	53.6	230854	
8:30-9	16	22.5	53.6	230854	
9-9:30	9	22.5	51.1	129855	
9:30-10	9	22.5	51.1	129855	
10-10:30	9	22.5	51.1	129855	
10:30-11	9	22.5	51.1	129855	
11-11:30	9	22.5	51.1	129855	
11:30-12midnight	9	22.5	51.1	129855	
Peak Leq			56.6		
Day Leq				54.4	8289092.2
Night Leq				49.9	17674739.6
Ldn				57.3	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter	21.4	1.6
Buses	21.4	-9.2

BRT
6-16

Source	Reference SEL (dba)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 5
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : WASHINGTONIAN TO DANAC, RECEPTOR T-5

	BRT (vp1/2h)	Speed mph	Receptor T-5 Distance= 170		
			Leq at 170'	Energy Power	
			dBA		
12-12:30am	2	22.5	39.7	9316	
12:30-1	2	22.5	39.7	9316	
1-1:30	2	22.5	39.7	9316	
1:30-2	2	22.5	39.7	9316	
2-2:30	2	22.5	39.7	9316	
2:30-3	2	22.5	39.7	9316	
3-3:30	2	22.5	39.7	9316	
3:30-4	2	22.5	39.7	9316	
4-4:30	2	22.5	39.7	9316	
4:30-5	2	22.5	39.7	9316	
5-5:30	2	22.5	39.7	9316	
5:30-6	16.5	22.5	48.9	76853	
6-6:30	16.5	22.5	48.9	76853	
6:30-7	31.5	22.5	51.7	146720	
7-7:30	31.5	22.5	51.7	146720	
7:30-8	31.5	22.5	51.7	146720	
8-8:30	31.5	22.5	51.7	146720	
8:30-9	16	22.5	48.7	74524	
9-9:30	16	22.5	48.7	74524	
9:30-10	16	22.5	48.7	74524	
10-10:30	16	22.5	48.7	74524	
10:30-11	16	22.5	48.7	74524	
11-11:30	16	22.5	48.7	74524	
11:30-12noon	16	22.5	48.7	74524	
12noon-12:30pm	16	22.5	48.7	74524	
12:30-1	16	22.5	48.7	74524	
1-1:30	16	22.5	48.7	74524	
1:30-2	16	22.5	48.7	74524	
2-2:30	16	22.5	48.7	74524	
2:30-3	16	22.5	48.7	74524	
3-3:30	16	22.5	48.7	74524	
3:30-4	16	22.5	48.7	74524	
4-4:30	16	22.5	48.7	74524	
4:30-5	31.5	22.5	51.7	146720	
5-5:30	31.5	22.5	51.7	146720	
5:30-6	31.5	22.5	51.7	146720	
6-6:30	31.5	22.5	51.7	146720	
6:30-7	16	22.5	48.7	74524	
7-7:30	16	22.5	48.7	74524	
7:30-8	16	22.5	48.7	74524	
8-8:30	16	22.5	48.7	74524	
8:30-9	16	22.5	48.7	74524	
9-9:30	9	22.5	46.2	41920	
9:30-10	9	22.5	46.2	41920	
10-10:30	9	22.5	46.2	41920	
10:30-11	9	22.5	46.2	41920	
11-11:30	9	22.5	46.2	41920	
11:30-12midnight	9	22.5	46.2	41920	
Peak Leq			51.7		
Day Leq				49.5	2675891.9
Night Leq				45.0	5705774.7
Ldn				52.4	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 6
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : DANAC TO DECOVERLY, RECEPTOR T-6

	BRT (vp1/2h)	Speed mph	Receptor T-6 Distance= 130		
			Leq at 130'	Energy Power	
			dBA		
12-12:30am	2	16.6	42.8	18882	
12:30-1	2	16.6	42.8	18882	
1-1:30	2	16.6	42.8	18882	
1:30-2	2	16.6	42.8	18882	
2-2:30	2	16.6	42.8	18882	
2:30-3	2	16.6	42.8	18882	
3-3:30	2	16.6	42.8	18882	
3:30-4	2	16.6	42.8	18882	
4-4:30	2	16.6	42.8	18882	
4:30-5	2	16.6	42.8	18882	
5-5:30	2	16.6	42.8	18882	
5:30-6	16.5	16.6	51.9	155774	
6-6:30	16.5	16.6	51.9	155774	
6:30-7	31.5	16.6	54.7	297387	
7-7:30	31.5	16.6	54.7	297387	
7:30-8	31.5	16.6	54.7	297387	
8-8:30	31.5	16.6	54.7	297387	
8:30-9	16	16.6	51.8	151054	
9-9:30	16	16.6	51.8	151054	
9:30-10	16	16.6	51.8	151054	
10-10:30	16	16.6	51.8	151054	
10:30-11	16	16.6	51.8	151054	
11-11:30	16	16.6	51.8	151054	
11:30-12noon	16	16.6	51.8	151054	
12noon-12:30pm	16	16.6	51.8	151054	
12:30-1	16	16.6	51.8	151054	
1-1:30	16	16.6	51.8	151054	
1:30-2	16	16.6	51.8	151054	
2-2:30	16	16.6	51.8	151054	
2:30-3	16	16.6	51.8	151054	
3-3:30	16	16.6	51.8	151054	
3:30-4	16	16.6	51.8	151054	
4-4:30	16	16.6	51.8	151054	
4:30-5	31.5	16.6	54.7	297387	
5-5:30	31.5	16.6	54.7	297387	
5:30-6	31.5	16.6	54.7	297387	
6-6:30	31.5	16.6	54.7	297387	
6:30-7	16	16.6	51.8	151054	
7-7:30	16	16.6	51.8	151054	
7:30-8	16	16.6	51.8	151054	
8-8:30	16	16.6	51.8	151054	
8:30-9	16	16.6	51.8	151054	
9-9:30	9	16.6	49.3	84968	
9:30-10	9	16.6	49.3	84968	
10-10:30	9	16.6	49.3	84968	
10:30-11	9	16.6	49.3	84968	
11-11:30	9	16.6	49.3	84968	
11:30-12midnight	9	16.6	49.3	84968	
Peak Leq			54.7		
Day Leq				52.6	5423771.1
Night Leq				48.1	11565047.1
Ldn				55.5	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 7
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : DANAC TO DECOVERLY, RECEPTOR T-7

	BRT (vp1/2h)	Speed mph	Receptor T-7 Distance= 210		
			Leq at 210'	Energy Power	
			dBA		
12-12:30am	2	34.2	36.5	4464	
12:30-1	2	34.2	36.5	4464	
1-1:30	2	34.2	36.5	4464	
1:30-2	2	34.2	36.5	4464	
2-2:30	2	34.2	36.5	4464	
2:30-3	2	34.2	36.5	4464	
3-3:30	2	34.2	36.5	4464	
3:30-4	2	34.2	36.5	4464	
4-4:30	2	34.2	36.5	4464	
4:30-5	2	34.2	36.5	4464	
5-5:30	2	34.2	36.5	4464	
5:30-6	14.5	34.2	45.1	32363	
6-6:30	14.5	34.2	45.1	32363	
6:30-7	29	34.2	48.1	64726	
7-7:30	29	34.2	48.1	64726	
7:30-8	29	34.2	48.1	64726	
8-8:30	29	34.2	48.1	64726	
8:30-9	14	34.2	44.9	31247	
9-9:30	14	34.2	44.9	31247	
9:30-10	14	34.2	44.9	31247	
10-10:30	14	34.2	44.9	31247	
10:30-11	14	34.2	44.9	31247	
11-11:30	14	34.2	44.9	31247	
11:30-12noon	14	34.2	44.9	31247	
12noon-12:30pm	14	34.2	44.9	31247	
12:30-1	14	34.2	44.9	31247	
1-1:30	14	34.2	44.9	31247	
1:30-2	14	34.2	44.9	31247	
2-2:30	14	34.2	44.9	31247	
2:30-3	14	34.2	44.9	31247	
3-3:30	14	34.2	44.9	31247	
3:30-4	14	34.2	44.9	31247	
4-4:30	14	34.2	44.9	31247	
4:30-5	29	34.2	48.1	64726	
5-5:30	29	34.2	48.1	64726	
5:30-6	29	34.2	48.1	64726	
6-6:30	29	34.2	48.1	64726	
6:30-7	14	34.2	44.9	31247	
7-7:30	14	34.2	44.9	31247	
7:30-8	14	34.2	44.9	31247	
8-8:30	14	34.2	44.9	31247	
8:30-9	14	34.2	44.9	31247	
9-9:30	8	34.2	42.5	17855	
9:30-10	8	34.2	42.5	17855	
10-10:30	8	34.2	42.5	17855	
10:30-11	8	34.2	42.5	17855	
11-11:30	8	34.2	42.5	17855	
11:30-12midnight	8	34.2	42.5	17855	
Peak Leq			48.1		
Day Leq				45.8	1144977.0
Night Leq				41.4	2499754.8
Ldn				48.8	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus	21.4	1.6
Buses	21.4	-9.2

BRT

6-16

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

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Table 9
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS

STATION : DECOVERLY TO QUINCE ORCHARD PARK SIOUX LANE, RECEPTOR T-9

	BRT (vp1/2h)	Speed mph	Receptor T-9		
			Distance=	110	
			Leq at 110'	Energy Power	
			dBA		
12-12:30am	2	36.7	40.4	10973	
12:30-1	2	36.7	40.4	10973	
1-1:30	2	36.7	40.4	10973	
1:30-2	2	36.7	40.4	10973	
2-2:30	2	36.7	40.4	10973	
2:30-3	2	36.7	40.4	10973	
3-3:30	2	36.7	40.4	10973	
3:30-4	2	36.7	40.4	10973	
4-4:30	2	36.7	40.4	10973	
4:30-5	2	36.7	40.4	10973	
5-5:30	2	36.7	40.4	10973	
5:30-6	14.5	36.7	49.0	79551	
6-6:30	14.5	36.7	49.0	79551	
6:30-7	29	36.7	52.0	159103	
7-7:30	29	36.7	52.0	159103	
7:30-8	29	36.7	52.0	159103	
8-8:30	29	36.7	52.0	159103	
8:30-9	14	36.7	48.9	76808	
9-9:30	14	36.7	48.9	76808	
9:30-10	14	36.7	48.9	76808	
10-10:30	14	36.7	48.9	76808	
10:30-11	14	36.7	48.9	76808	
11-11:30	14	36.7	48.9	76808	
11:30-12noon	14	36.7	48.9	76808	
2noon-12:30pm	14	36.7	48.9	76808	
12:30-1	14	36.7	48.9	76808	
1-1:30	14	36.7	48.9	76808	
1:30-2	14	36.7	48.9	76808	
2-2:30	14	36.7	48.9	76808	
2:30-3	14	36.7	48.9	76808	
3-3:30	14	36.7	48.9	76808	
3:30-4	14	36.7	48.9	76808	
4-4:30	14	36.7	48.9	76808	
4:30-5	29	36.7	52.0	159103	
5-5:30	29	36.7	52.0	159103	
5:30-6	29	36.7	52.0	159103	
6-6:30	29	36.7	52.0	159103	
6:30-7	14	36.7	48.9	76808	
7-7:30	14	36.7	48.9	76808	
7:30-8	14	36.7	48.9	76808	
8-8:30	14	36.7	48.9	76808	
8:30-9	14	36.7	48.9	76808	
9-9:30	8	36.7	46.4	43890	
9:30-10	8	36.7	46.4	43890	
10-10:30	8	36.7	46.4	43890	
10:30-11	8	36.7	46.4	43890	
11-11:30	8	36.7	46.4	43890	
11:30-12midnight	8	36.7	46.4	43890	
Peak Leq			52.0		
Day Leq				49.7	2814470.5
Night Leq				45.3	6144653.0
Ldn				52.7	
Vehicle	Speed	Ce		Source	Reference SEL (dBA)
Autos	21.4	-14.7		Autos	74
Commuter Bus	21.4	1.6		Bus(diesel)	82
Buses	21.4	-9.2	BRT	Bus (Elec.)	80
		6-16		Bus (hybrid)	83
					6-14

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Table 12
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS

STATION : DECOVERLY TO QUINCE ORCHARD PARK SIOUX LANE, RECEPTOR T-12

	BRT (vp1/2h)	Speed mph	Distance = 90		
			Leq at 90'	Energy Power	
			dBA		
12-12:30am	2	38.8	41.5	14024	
12:30-1	2	38.8	41.5	14024	
1-1:30	2	38.8	41.5	14024	
1:30-2	2	38.8	41.5	14024	
2-2:30	2	38.8	41.5	14024	
2:30-3	2	38.8	41.5	14024	
3-3:30	2	38.8	41.5	14024	
3:30-4	2	38.8	41.5	14024	
4-4:30	2	38.8	41.5	14024	
4:30-5	2	38.8	41.5	14024	
5-5:30	2	38.8	41.5	14024	
5:30-6	14.5	38.8	50.1	101673	
6-6:30	14.5	38.8	50.1	101673	
6:30-7	29	38.8	53.1	203347	
7-7:30	29	38.8	53.1	203347	
7:30-8	29	38.8	53.1	203347	
8-8:30	29	38.8	53.1	203347	
8:30-9	14	38.8	49.9	98167	
9-9:30	14	38.8	49.9	98167	
9:30-10	14	38.8	49.9	98167	
10-10:30	14	38.8	49.9	98167	
10:30-11	14	38.8	49.9	98167	
11-11:30	14	38.8	49.9	98167	
11:30-12noon	14	38.8	49.9	98167	
12noon-12:30pm	14	38.8	49.9	98167	
12:30-1	14	38.8	49.9	98167	
1-1:30	14	38.8	49.9	98167	
1:30-2	14	38.8	49.9	98167	
2-2:30	14	38.8	49.9	98167	
2:30-3	14	38.8	49.9	98167	
3-3:30	14	38.8	49.9	98167	
3:30-4	14	38.8	49.9	98167	
4-4:30	14	38.8	49.9	98167	
4:30-5	29	38.8	53.1	203347	
5-5:30	29	38.8	53.1	203347	
5:30-6	29	38.8	53.1	203347	
6-6:30	29	38.8	53.1	203347	
6:30-7	14	38.8	49.9	98167	
7-7:30	14	38.8	49.9	98167	
7:30-8	14	38.8	49.9	98167	
8-8:30	14	38.8	49.9	98167	
8:30-9	14	38.8	49.9	98167	
9-9:30	8	38.8	47.5	56096	
9:30-10	8	38.8	47.5	56096	
10-10:30	8	38.8	47.5	56096	
10:30-11	8	38.8	47.5	56096	
11-11:30	8	38.8	47.5	56096	
11:30-12midnight	8	38.8	47.5	56096	
Peak Leq			53.1		
Day Leq				50.8	3597131.5
Night Leq				46.4	7853386.4
Ldn				53.8	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus	21.4	1.6
Buses	21.4	-9.2

BRT

6-16

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 13
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : QUINCE ORCHARD PARK SIOUX LANE TO N.I.S.T., RECEPTOR T-13

	BRT (vp1/2h)	Speed mph	Receptor T-13 Distance= 135		
			Leq at 135'	Energy Power	
			dBA		
12-12:30am	2	30.1	39.9	9840	
12:30-1	2	30.1	39.9	9840	
1-1:30	2	30.1	39.9	9840	
1:30-2	2	30.1	39.9	9840	
2-2:30	2	30.1	39.9	9840	
2:30-3	2	30.1	39.9	9840	
3-3:30	2	30.1	39.9	9840	
3:30-4	2	30.1	39.9	9840	
4-4:30	2	30.1	39.9	9840	
4:30-5	2	30.1	39.9	9840	
5-5:30	2	30.1	39.9	9840	
5:30-6	13	30.1	48.1	63960	
6-6:30	13	30.1	48.1	63960	
6:30-7	26.5	30.1	51.2	130381	
7-7:30	26.5	30.1	51.2	130381	
7:30-8	26.5	30.1	51.2	130381	
8-8:30	26.5	30.1	51.2	130381	
8:30-9	12	30.1	47.7	59040	
9-9:30	12	30.1	47.7	59040	
9:30-10	12	30.1	47.7	59040	
10-10:30	12	30.1	47.7	59040	
10:30-11	12	30.1	47.7	59040	
11-11:30	12	30.1	47.7	59040	
11:30-12noon	12	30.1	47.7	59040	
12noon-12:30pm	12	30.1	47.7	59040	
12:30-1	12	30.1	47.7	59040	
1-1:30	12	30.1	47.7	59040	
1:30-2	12	30.1	47.7	59040	
2-2:30	12	30.1	47.7	59040	
2:30-3	12	30.1	47.7	59040	
3-3:30	12	30.1	47.7	59040	
3:30-4	12	30.1	47.7	59040	
4-4:30	12	30.1	47.7	59040	
4:30-5	26.5	30.1	51.2	130381	
5-5:30	26.5	30.1	51.2	130381	
5:30-6	26.5	30.1	51.2	130381	
6-6:30	26.5	30.1	51.2	130381	
6:30-7	12	30.1	47.7	59040	
7-7:30	12	30.1	47.7	59040	
7:30-8	12	30.1	47.7	59040	
8-8:30	12	30.1	47.7	59040	
8:30-9	12	30.1	47.7	59040	
9-9:30	7.5	30.1	45.7	36900	
9:30-10	7.5	30.1	45.7	36900	
10-10:30	7.5	30.1	45.7	36900	
10:30-11	7.5	30.1	45.7	36900	
11-11:30	7.5	30.1	45.7	36900	
11:30-12midnight	7.5	30.1	45.7	36900	
Peak Leq			51.2		
Day Leq				48.7	2226311.2
Night Leq				44.6	5141425.8
Ldn				51.9	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Acc	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 14
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : QUINCE ORCHARD PARK SIOUX LANE TO N.I.S.T., RECEPTOR T-14

	BRT (vp1/2h)	Speed mph	Receptor T-14 Distance= 85		
			Leq at 85'	Energy Power	
			dBA		
12-12:30am	2	26.4	43.5	22456	
12:30-1	2	26.4	43.5	22456	
1-1:30	2	26.4	43.5	22456	
1:30-2	2	26.4	43.5	22456	
2-2:30	2	26.4	43.5	22456	
2:30-3	2	26.4	43.5	22456	
3-3:30	2	26.4	43.5	22456	
3:30-4	2	26.4	43.5	22456	
4-4:30	2	26.4	43.5	22456	
4:30-5	2	26.4	43.5	22456	
5-5:30	2	26.4	43.5	22456	
5:30-6	13	26.4	51.6	145964	
6-6:30	13	26.4	51.6	145964	
6:30-7	26.5	26.4	54.7	297542	
7-7:30	26.5	26.4	54.7	297542	
7:30-8	26.5	26.4	54.7	297542	
8-8:30	26.5	26.4	54.7	297542	
8:30-9	12	26.4	51.3	134736	
9-9:30	12	26.4	51.3	134736	
9:30-10	12	26.4	51.3	134736	
10-10:30	12	26.4	51.3	134736	
10:30-11	12	26.4	51.3	134736	
11-11:30	12	26.4	51.3	134736	
11:30-12noon	12	26.4	51.3	134736	
12noon-12:30pm	12	26.4	51.3	134736	
12:30-1	12	26.4	51.3	134736	
1-1:30	12	26.4	51.3	134736	
1:30-2	12	26.4	51.3	134736	
2-2:30	12	26.4	51.3	134736	
2:30-3	12	26.4	51.3	134736	
3-3:30	12	26.4	51.3	134736	
3:30-4	12	26.4	51.3	134736	
4-4:30	12	26.4	51.3	134736	
4:30-5	26.5	26.4	54.7	297542	
5-5:30	26.5	26.4	54.7	297542	
5:30-6	26.5	26.4	54.7	297542	
6-6:30	26.5	26.4	54.7	297542	
6:30-7	12	26.4	51.3	134736	
7-7:30	12	26.4	51.3	134736	
7:30-8	12	26.4	51.3	134736	
8-8:30	12	26.4	51.3	134736	
8:30-9	12	26.4	51.3	134736	
9-9:30	7.5	26.4	49.3	84210	
9:30-10	7.5	26.4	49.3	84210	
10-10:30	7.5	26.4	49.3	84210	
10:30-11	7.5	26.4	49.3	84210	
11-11:30	7.5	26.4	49.3	84210	
11:30-12midnight	7.5	26.4	49.3	84210	
Peak Leq			54.7		
Day Leq				52.3	5080666.7
Night Leq				48.1	11733252.3
Ldn				55.4	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus A	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 15
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-15

	BRT (vp1/2h)	Speed mph	Receptor T-15 Distance= 40		
			Leq at 85'	Energy Power	
			dBA		
12-12:30am	2	32.4	47.5	56680	
12:30-1	2	32.4	47.5	56680	
1-1:30	2	32.4	47.5	56680	
1:30-2	2	32.4	47.5	56680	
2-2:30	2	32.4	47.5	56680	
2:30-3	2	32.4	47.5	56680	
3-3:30	2	32.4	47.5	56680	
3:30-4	2	32.4	47.5	56680	
4-4:30	2	32.4	47.5	56680	
4:30-5	2	32.4	47.5	56680	
5-5:30	2	32.4	47.5	56680	
5:30-6	10	32.4	54.5	283400	
6-6:30	10	32.4	54.5	283400	
6:30-7	18.5	32.4	57.2	524290	
7-7:30	18.5	32.4	57.2	524290	
7:30-8	18.5	32.4	57.2	524290	
8-8:30	18.5	32.4	57.2	524290	
8:30-9	12	32.4	55.3	340080	
9-9:30	12	32.4	55.3	340080	
9:30-10	12	32.4	55.3	340080	
10-10:30	12	32.4	55.3	340080	
10:30-11	12	32.4	55.3	340080	
11-11:30	12	32.4	55.3	340080	
11:30-12noon	12	32.4	55.3	340080	
12noon-12:30pm	12	32.4	55.3	340080	
12:30-1	12	32.4	55.3	340080	
1-1:30	12	32.4	55.3	340080	
1:30-2	12	32.4	55.3	340080	
2-2:30	12	32.4	55.3	340080	
2:30-3	12	32.4	55.3	340080	
3-3:30	12	32.4	55.3	340080	
3:30-4	12	32.4	55.3	340080	
4-4:30	12	32.4	55.3	340080	
4:30-5	12	32.4	55.3	340080	
5-5:30	18.5	32.4	57.2	524290	
5:30-6	18.5	32.4	57.2	524290	
6-6:30	18.5	32.4	57.2	524290	
6:30-7	12	32.4	55.3	340080	
7-7:30	12	32.4	55.3	340080	
7:30-8	12	32.4	55.3	340080	
8-8:30	12	32.4	55.3	340080	
8:30-9	12	32.4	55.3	340080	
9-9:30	7	32.4	53.0	198380	
9:30-10	7	32.4	53.0	198380	
10-10:30	7	32.4	53.0	198380	
10:30-11	7	32.4	53.0	198380	
11-11:30	7	32.4	53.0	198380	
11:30-12midnight	7	32.4	53.0	198380	
Peak Leq			57.2		
Day Leq				55.7	11024249.6
Night Leq				51.4	25080876.3
Ldn				58.8	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus A	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 16
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-16

	BRT (vp1/2h)	Speed mph	Receptor T-16 Distance= 160		
			Leq at 160'	Energy Power	
			dBA		
12-12:30am	2	32.4	38.5	7085	
12:30-1	2	32.4	38.5	7085	
1-1:30	2	32.4	38.5	7085	
1:30-2	2	32.4	38.5	7085	
2-2:30	2	32.4	38.5	7085	
2:30-3	2	32.4	38.5	7085	
3-3:30	2	32.4	38.5	7085	
3:30-4	2	32.4	38.5	7085	
4-4:30	2	32.4	38.5	7085	
4:30-5	2	32.4	38.5	7085	
5-5:30	2	32.4	38.5	7085	
5:30-6	10	32.4	45.5	35425	
6-6:30	10	32.4	45.5	35425	
6:30-7	18.5	32.4	48.2	65536	
7-7:30	18.5	32.4	48.2	65536	
7:30-8	18.5	32.4	48.2	65536	
8-8:30	18.5	32.4	48.2	65536	
8:30-9	12	32.4	46.3	42510	
9-9:30	12	32.4	46.3	42510	
9:30-10	12	32.4	46.3	42510	
10-10:30	12	32.4	46.3	42510	
10:30-11	12	32.4	46.3	42510	
11-11:30	12	32.4	46.3	42510	
11:30-12noon	12	32.4	46.3	42510	
12noon-12:30pm	12	32.4	46.3	42510	
12:30-1	12	32.4	46.3	42510	
1-1:30	12	32.4	46.3	42510	
1:30-2	12	32.4	46.3	42510	
2-2:30	12	32.4	46.3	42510	
2:30-3	12	32.4	46.3	42510	
3-3:30	12	32.4	46.3	42510	
3:30-4	12	32.4	46.3	42510	
4-4:30	12	32.4	46.3	42510	
4:30-5	12	32.4	46.3	42510	
5-5:30	18.5	32.4	48.2	65536	
5:30-6	18.5	32.4	48.2	65536	
6-6:30	18.5	32.4	48.2	65536	
6:30-7	12	32.4	46.3	42510	
7-7:30	12	32.4	46.3	42510	
7:30-8	12	32.4	46.3	42510	
8-8:30	12	32.4	46.3	42510	
8:30-9	12	32.4	46.3	42510	
9-9:30	7	32.4	43.9	24797	
9:30-10	7	32.4	43.9	24797	
10-10:30	7	32.4	43.9	24797	
10:30-11	7	32.4	43.9	24797	
11-11:30	7	32.4	43.9	24797	
11:30-12midnight	7	32.4	43.9	24797	
Peak Leq			48.2		
Day Leq				46.6	1378031.2
Night Leq				42.4	3135109.5
Ldn				49.7	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Ac	21.4	1.6
Buses	21.4	-9.2

6-16 BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 17
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-17

	BRT (vp1/2h)	Speed mph	Receptor T-17 Distance= 340		
			Leq at 340'	Energy Power	
			dBA		
12-12:30am	2	46.8	32.0	1583	
12:30-1	2	46.8	32.0	1583	
1-1:30	2	46.8	32.0	1583	
1:30-2	2	46.8	32.0	1583	
2-2:30	2	46.8	32.0	1583	
2:30-3	2	46.8	32.0	1583	
3-3:30	2	46.8	32.0	1583	
3:30-4	2	46.8	32.0	1583	
4-4:30	2	46.8	32.0	1583	
4:30-5	2	46.8	32.0	1583	
5-5:30	2	46.8	32.0	1583	
5:30-6	10	46.8	39.0	7917	
6-6:30	10	46.8	39.0	7917	
6:30-7	18.5	46.8	41.7	14647	
7-7:30	18.5	46.8	41.7	14647	
7:30-8	18.5	46.8	41.7	14647	
8-8:30	18.5	46.8	41.7	14647	
8:30-9	12	46.8	39.8	9501	
9-9:30	12	46.8	39.8	9501	
9:30-10	12	46.8	39.8	9501	
10-10:30	12	46.8	39.8	9501	
10:30-11	12	46.8	39.8	9501	
11-11:30	12	46.8	39.8	9501	
11:30-12noon	12	46.8	39.8	9501	
12noon-12:30pm	12	46.8	39.8	9501	
12:30-1	12	46.8	39.8	9501	
1-1:30	12	46.8	39.8	9501	
1:30-2	12	46.8	39.8	9501	
2-2:30	12	46.8	39.8	9501	
2:30-3	12	46.8	39.8	9501	
3-3:30	12	46.8	39.8	9501	
3:30-4	12	46.8	39.8	9501	
4-4:30	12	46.8	39.8	9501	
4:30-5	12	46.8	39.8	9501	
5-5:30	18.5	46.8	41.7	14647	
5:30-6	18.5	46.8	41.7	14647	
6-6:30	18.5	46.8	41.7	14647	
6:30-7	12	46.8	39.8	9501	
7-7:30	12	46.8	39.8	9501	
7:30-8	12	46.8	39.8	9501	
8-8:30	12	46.8	39.8	9501	
8:30-9	12	46.8	39.8	9501	
9-9:30	7	46.8	37.4	5542	
9:30-10	7	46.8	37.4	5542	
10-10:30	7	46.8	37.4	5542	
10:30-11	7	46.8	37.4	5542	
11-11:30	7	46.8	37.4	5542	
11:30-12midnight	7	46.8	37.4	5542	
Peak Leq			41.7		
Day Leq				40.1	307978.1
Night Leq				35.9	700669.9
Ldn				43.2	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus A	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 18
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-18

	BRT (vp1/2h)	Speed mph	Receptor T-18 Distance= 55		
			Leq at 55'	Energy Power	
			dBA		
12-12:30am	2	35	45.1	32543	
12:30-1	2	35	45.1	32543	
1-1:30	2	35	45.1	32543	
1:30-2	2	35	45.1	32543	
2-2:30	2	35	45.1	32543	
2:30-3	2	35	45.1	32543	
3-3:30	2	35	45.1	32543	
3:30-4	2	35	45.1	32543	
4-4:30	2	35	45.1	32543	
4:30-5	2	35	45.1	32543	
5-5:30	2	35	45.1	32543	
5:30-6	10	35	52.1	162713	
6-6:30	10	35	52.1	162713	
6:30-7	18.5	35	54.8	301019	
7-7:30	18.5	35	54.8	301019	
7:30-8	18.5	35	54.8	301019	
8-8:30	18.5	35	54.8	301019	
8:30-9	12	35	52.9	195256	
9-9:30	12	35	52.9	195256	
9:30-10	12	35	52.9	195256	
10-10:30	12	35	52.9	195256	
10:30-11	12	35	52.9	195256	
11-11:30	12	35	52.9	195256	
11:30-12noon	12	35	52.9	195256	
12noon-12:30pm	12	35	52.9	195256	
12:30-1	12	35	52.9	195256	
1-1:30	12	35	52.9	195256	
1:30-2	12	35	52.9	195256	
2-2:30	12	35	52.9	195256	
2:30-3	12	35	52.9	195256	
3-3:30	12	35	52.9	195256	
3:30-4	12	35	52.9	195256	
4-4:30	12	35	52.9	195256	
4:30-5	12	35	52.9	195256	
5-5:30	18.5	35	54.8	301019	
5:30-6	18.5	35	54.8	301019	
6-6:30	18.5	35	54.8	301019	
6:30-7	12	35	52.9	195256	
7-7:30	12	35	52.9	195256	
7:30-8	12	35	52.9	195256	
8-8:30	12	35	52.9	195256	
8:30-9	12	35	52.9	195256	
9-9:30	7	35	50.6	113899	
9:30-10	7	35	50.6	113899	
10-10:30	7	35	50.6	113899	
10:30-11	7	35	50.6	113899	
11-11:30	7	35	50.6	113899	
11:30-12midnight	7	35	50.6	113899	
Peak Leq			54.8		
Day Leq				53.2	6329537.2
Night Leq				49.0	14400103.9
Ldn				56.4	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Acc	21.4	1.6
Buses	21.4	-9.2

BRT
6-16

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 19
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-19

	BRT (vp1/2h)	Speed mph	Receptor T-19 Distance= 270		
			Leq at 270'	Energy Power	
			dBA		
12-12:30am	2	35	34.8	2992	
12:30-1	2	35	34.8	2992	
1-1:30	2	35	34.8	2992	
1:30-2	2	35	34.8	2992	
2-2:30	2	35	34.8	2992	
2:30-3	2	35	34.8	2992	
3-3:30	2	35	34.8	2992	
3:30-4	2	35	34.8	2992	
4-4:30	2	35	34.8	2992	
4:30-5	2	35	34.8	2992	
5-5:30	2	35	34.8	2992	
5:30-6	10	35	41.7	14960	
6-6:30	10	35	41.7	14960	
6:30-7	18.5	35	44.4	27675	
7-7:30	18.5	35	44.4	27675	
7:30-8	18.5	35	44.4	27675	
8-8:30	18.5	35	44.4	27675	
8:30-9	12	35	42.5	17952	
9-9:30	12	35	42.5	17952	
9:30-10	12	35	42.5	17952	
10-10:30	12	35	42.5	17952	
10:30-11	12	35	42.5	17952	
11-11:30	12	35	42.5	17952	
11:30-12noon	12	35	42.5	17952	
12noon-12:30pm	12	35	42.5	17952	
12:30-1	12	35	42.5	17952	
1-1:30	12	35	42.5	17952	
1:30-2	12	35	42.5	17952	
2-2:30	12	35	42.5	17952	
2:30-3	12	35	42.5	17952	
3-3:30	12	35	42.5	17952	
3:30-4	12	35	42.5	17952	
4-4:30	12	35	42.5	17952	
4:30-5	12	35	42.5	17952	
5-5:30	18.5	35	44.4	27675	
5:30-6	18.5	35	44.4	27675	
6-6:30	18.5	35	44.4	27675	
6:30-7	12	35	42.5	17952	
7-7:30	12	35	42.5	17952	
7:30-8	12	35	42.5	17952	
8-8:30	12	35	42.5	17952	
8:30-9	12	35	42.5	17952	
9-9:30	7	35	40.2	10472	
9:30-10	7	35	40.2	10472	
10-10:30	7	35	40.2	10472	
10:30-11	7	35	40.2	10472	
11-11:30	7	35	40.2	10472	
11:30-12midnight	7	35	40.2	10472	
Peak Leq			44.4		
Day Leq				42.9	581929.5
Night Leq				38.7	1323926.9
Ldn				46.0	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Ad	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 20
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : METROPOLITAN GROVE TO GERMANTOWN, RECEPTOR T-20

	BRT (vp1/2h)	Speed mph	Receptor T-20 Distance= 90		
			Leq at 90'	Energy Power	
			dBA		
12-12:30am	2	28.4	42.8	19159	
12:30-1	2	28.4	42.8	19159	
1-1:30	2	28.4	42.8	19159	
1:30-2	2	28.4	42.8	19159	
2-2:30	2	28.4	42.8	19159	
2:30-3	2	28.4	42.8	19159	
3-3:30	2	28.4	42.8	19159	
3:30-4	2	28.4	42.8	19159	
4-4:30	2	28.4	42.8	19159	
4:30-5	2	28.4	42.8	19159	
5-5:30	2	28.4	42.8	19159	
5:30-6	10	28.4	49.8	95797	
6-6:30	10	28.4	49.8	95797	
6:30-7	18.5	28.4	52.5	177225	
7-7:30	18.5	28.4	52.5	177225	
7:30-8	18.5	28.4	52.5	177225	
8-8:30	18.5	28.4	52.5	177225	
8:30-9	12	28.4	50.6	114957	
9-9:30	12	28.4	50.6	114957	
9:30-10	12	28.4	50.6	114957	
10-10:30	12	28.4	50.6	114957	
10:30-11	12	28.4	50.6	114957	
11-11:30	12	28.4	50.6	114957	
11:30-12noon	12	28.4	50.6	114957	
12noon-12:30pm	12	28.4	50.6	114957	
12:30-1	12	28.4	50.6	114957	
1-1:30	12	28.4	50.6	114957	
1:30-2	12	28.4	50.6	114957	
2-2:30	12	28.4	50.6	114957	
2:30-3	12	28.4	50.6	114957	
3-3:30	12	28.4	50.6	114957	
3:30-4	12	28.4	50.6	114957	
4-4:30	12	28.4	50.6	114957	
4:30-5	12	28.4	50.6	114957	
5-5:30	18.5	28.4	52.5	177225	
5:30-6	18.5	28.4	52.5	177225	
6-6:30	18.5	28.4	52.5	177225	
6:30-7	12	28.4	50.6	114957	
7-7:30	12	28.4	50.6	114957	
7:30-8	12	28.4	50.6	114957	
8-8:30	12	28.4	50.6	114957	
8:30-9	12	28.4	50.6	114957	
9-9:30	7	28.4	48.3	67058	
9:30-10	7	28.4	48.3	67058	
10-10:30	7	28.4	48.3	67058	
10:30-11	7	28.4	48.3	67058	
11-11:30	7	28.4	48.3	67058	
11:30-12midnight	7	28.4	48.3	67058	
Peak Leq			52.5		
Day Leq				50.9	3726506.9
Night Leq				46.7	8478042.7
Ldn				54.1	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Ad	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 21
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : CLOVERLEAF TO DORSEY MILL, RECEPTOR T-21

	BRT (vp1/2h)	Speed mph	Receptor T-21 Distance= 50		
			Leq at 50'	Energy Power	
			dBA		
12-12:30am	2	27.5	46.8	47783	
12:30-1	2	27.5	46.8	47783	
1-1:30	2	27.5	46.8	47783	
1:30-2	2	27.5	46.8	47783	
2-2:30	2	27.5	46.8	47783	
2:30-3	2	27.5	46.8	47783	
3-3:30	2	27.5	46.8	47783	
3:30-4	2	27.5	46.8	47783	
4-4:30	2	27.5	46.8	47783	
4:30-5	2	27.5	46.8	47783	
5-5:30	2	27.5	46.8	47783	
5:30-6	6	27.5	51.6	143350	
6-6:30	6	27.5	51.6	143350	
6:30-7	12.5	27.5	54.8	298646	
7-7:30	12.5	27.5	54.8	298646	
7:30-8	12.5	27.5	54.8	298646	
8-8:30	12.5	27.5	54.8	298646	
8:30-9	8	27.5	52.8	191133	
9-9:30	8	27.5	52.8	191133	
9:30-10	8	27.5	52.8	191133	
10-10:30	8	27.5	52.8	191133	
10:30-11	8	27.5	52.8	191133	
11-11:30	8	27.5	52.8	191133	
11:30-12noon	8	27.5	52.8	191133	
12noon-12:30pm	8	27.5	52.8	191133	
12:30-1	8	27.5	52.8	191133	
1-1:30	8	27.5	52.8	191133	
1:30-2	8	27.5	52.8	191133	
2-2:30	8	27.5	52.8	191133	
2:30-3	8	27.5	52.8	191133	
3-3:30	8	27.5	52.8	191133	
3:30-4	8	27.5	52.8	191133	
4-4:30	8	27.5	52.8	191133	
4:30-5	12.5	27.5	54.8	298646	
5-5:30	12.5	27.5	54.8	298646	
5:30-6	12.5	27.5	54.8	298646	
6-6:30	12.5	27.5	54.8	298646	
6:30-7	8	27.5	52.8	191133	
7-7:30	8	27.5	52.8	191133	
7:30-8	8	27.5	52.8	191133	
8-8:30	8	27.5	52.8	191133	
8:30-9	8	27.5	52.8	191133	
9-9:30	5	27.5	50.8	119458	
9:30-10	5	27.5	50.8	119458	
10-10:30	5	27.5	50.8	119458	
10:30-11	5	27.5	50.8	119458	
11-11:30	5	27.5	50.8	119458	
11:30-12midnight	5	27.5	50.8	119458	
Peak Leq			54.8		
Day Leq				53.3	6343241.7
Night Leq				49.5	15887968.8
Ldn				56.7	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Ad	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 22
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : CLOVERLEAF TO DORSEY MILL, RECEPTOR T-22

	BRT (vp1/2h)	Speed mph	Receptor T-22 Distance= 90		
			Leq at 90'	Energy Power	
			dBA		
12-12:30am	2	27.5	43.0	19786	
12:30-1	2	27.5	43.0	19786	
1-1:30	2	27.5	43.0	19786	
1:30-2	2	27.5	43.0	19786	
2-2:30	2	27.5	43.0	19786	
2:30-3	2	27.5	43.0	19786	
3-3:30	2	27.5	43.0	19786	
3:30-4	2	27.5	43.0	19786	
4-4:30	2	27.5	43.0	19786	
4:30-5	2	27.5	43.0	19786	
5-5:30	2	27.5	43.0	19786	
5:30-6	6	27.5	47.7	59359	
6-6:30	6	27.5	47.7	59359	
6:30-7	12.5	27.5	50.9	123665	
7-7:30	12.5	27.5	50.9	123665	
7:30-8	12.5	27.5	50.9	123665	
8-8:30	12.5	27.5	50.9	123665	
8:30-9	8	27.5	49.0	79146	
9-9:30	8	27.5	49.0	79146	
9:30-10	8	27.5	49.0	79146	
10-10:30	8	27.5	49.0	79146	
10:30-11	8	27.5	49.0	79146	
11-11:30	8	27.5	49.0	79146	
11:30-12noon	8	27.5	49.0	79146	
12noon-12:30pm	8	27.5	49.0	79146	
12:30-1	8	27.5	49.0	79146	
1-1:30	8	27.5	49.0	79146	
1:30-2	8	27.5	49.0	79146	
2-2:30	8	27.5	49.0	79146	
2:30-3	8	27.5	49.0	79146	
3-3:30	8	27.5	49.0	79146	
3:30-4	8	27.5	49.0	79146	
4-4:30	8	27.5	49.0	79146	
4:30-5	12.5	27.5	50.9	123665	
5-5:30	12.5	27.5	50.9	123665	
5:30-6	12.5	27.5	50.9	123665	
6-6:30	12.5	27.5	50.9	123665	
6:30-7	8	27.5	49.0	79146	
7-7:30	8	27.5	49.0	79146	
7:30-8	8	27.5	49.0	79146	
8-8:30	8	27.5	49.0	79146	
8:30-9	8	27.5	49.0	79146	
9-9:30	5	27.5	46.9	49466	
9:30-10	5	27.5	46.9	49466	
10-10:30	5	27.5	46.9	49466	
10:30-11	5	27.5	46.9	49466	
11-11:30	5	27.5	46.9	49466	
11:30-12midnight	5	27.5	46.9	49466	
Peak Leq			50.9		
Day Leq				49.4	2626651.8
Night Leq				45.6	6578996.0
Ldn				52.8	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Ac	21.4	1.6
Buses	21.4	-9.2

BRT

6-16

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 23
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : CLOVERLEAF TO DORSEY MILL, RECEPTOR T-23

	BRT (vp1/2h)	Speed mph	Receptor T-23 Distance= 110		
			Leq at 110'	Energy Power	
			dBA		
12-12:30am	2	12.9	44.9	31217	
12:30-1	2	12.9	44.9	31217	
1-1:30	2	12.9	44.9	31217	
1:30-2	2	12.9	44.9	31217	
2-2:30	2	12.9	44.9	31217	
2:30-3	2	12.9	44.9	31217	
3-3:30	2	12.9	44.9	31217	
3:30-4	2	12.9	44.9	31217	
4-4:30	2	12.9	44.9	31217	
4:30-5	2	12.9	44.9	31217	
5-5:30	2	12.9	44.9	31217	
5:30-6	6	12.9	49.7	93650	
6-6:30	6	12.9	49.7	93650	
6:30-7	12.5	12.9	52.9	195104	
7-7:30	12.5	12.9	52.9	195104	
7:30-8	12.5	12.9	52.9	195104	
8-8:30	12.5	12.9	52.9	195104	
8:30-9	8	12.9	51.0	124866	
9-9:30	8	12.9	51.0	124866	
9:30-10	8	12.9	51.0	124866	
10-10:30	8	12.9	51.0	124866	
10:30-11	8	12.9	51.0	124866	
11-11:30	8	12.9	51.0	124866	
11:30-12noon	8	12.9	51.0	124866	
12noon-12:30pm	8	12.9	51.0	124866	
12:30-1	8	12.9	51.0	124866	
1-1:30	8	12.9	51.0	124866	
1:30-2	8	12.9	51.0	124866	
2-2:30	8	12.9	51.0	124866	
2:30-3	8	12.9	51.0	124866	
3-3:30	8	12.9	51.0	124866	
3:30-4	8	12.9	51.0	124866	
4-4:30	8	12.9	51.0	124866	
4:30-5	12.5	12.9	52.9	195104	
5-5:30	12.5	12.9	52.9	195104	
5:30-6	12.5	12.9	52.9	195104	
6-6:30	12.5	12.9	52.9	195104	
6:30-7	8	12.9	51.0	124866	
7-7:30	8	12.9	51.0	124866	
7:30-8	8	12.9	51.0	124866	
8-8:30	8	12.9	51.0	124866	
8:30-9	8	12.9	51.0	124866	
9-9:30	5	12.9	48.9	78042	
9:30-10	5	12.9	48.9	78042	
10-10:30	5	12.9	48.9	78042	
10:30-11	5	12.9	48.9	78042	
11-11:30	5	12.9	48.9	78042	
11:30-12midnight	5	12.9	48.9	78042	
Peak Leq			52.9		
Day Leq				51.4	4144004.5
Night Leq				47.6	10379521.7
Ldn				54.8	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Acc	21.4	1.6
Buses	21.4	-9.2

BRT
6-16

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 24
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : DORSEY MILL TO COMSAT, RECEPTOR T-24

	BRT (vp1/2h)	Speed mph	Receptor T-24 Distance= 135		
			Leq at 135'	Energy Power	
			dBA		
12-12:30am	2	19.9	41.7	14884	
12:30-1	2	19.9	41.7	14884	
1-1:30	2	19.9	41.7	14884	
1:30-2	2	19.9	41.7	14884	
2-2:30	2	19.9	41.7	14884	
2:30-3	2	19.9	41.7	14884	
3-3:30	2	19.9	41.7	14884	
3:30-4	2	19.9	41.7	14884	
4-4:30	2	19.9	41.7	14884	
4:30-5	2	19.9	41.7	14884	
5-5:30	2	19.9	41.7	14884	
5:30-6	6	19.9	46.5	44651	
6-6:30	6	19.9	46.5	44651	
6:30-7	12.5	19.9	49.7	93023	
7-7:30	12.5	19.9	49.7	93023	
7:30-8	12.5	19.9	49.7	93023	
8-8:30	12.5	19.9	49.7	93023	
8:30-9	8	19.9	47.7	59535	
9-9:30	8	19.9	47.7	59535	
9:30-10	8	19.9	47.7	59535	
10-10:30	8	19.9	47.7	59535	
10:30-11	8	19.9	47.7	59535	
11-11:30	8	19.9	47.7	59535	
11:30-12noon	8	19.9	47.7	59535	
12noon-12:30pm	8	19.9	47.7	59535	
12:30-1	8	19.9	47.7	59535	
1-1:30	8	19.9	47.7	59535	
1:30-2	8	19.9	47.7	59535	
2-2:30	8	19.9	47.7	59535	
2:30-3	8	19.9	47.7	59535	
3-3:30	8	19.9	47.7	59535	
3:30-4	8	19.9	47.7	59535	
4-4:30	8	19.9	47.7	59535	
4:30-5	12.5	19.9	49.7	93023	
5-5:30	12.5	19.9	49.7	93023	
5:30-6	12.5	19.9	49.7	93023	
6-6:30	12.5	19.9	49.7	93023	
6:30-7	8	19.9	47.7	59535	
7-7:30	8	19.9	47.7	59535	
7:30-8	8	19.9	47.7	59535	
8-8:30	8	19.9	47.7	59535	
8:30-9	8	19.9	47.7	59535	
9-9:30	5	19.9	45.7	37209	
9:30-10	5	19.9	45.7	37209	
10-10:30	5	19.9	45.7	37209	
10:30-11	5	19.9	45.7	37209	
11-11:30	5	19.9	45.7	37209	
11:30-12midnight	5	19.9	45.7	37209	
Peak Leq			49.7		
Day Leq				48.2	1975810.2
Night Leq				44.4	4948827.9
Ldn				51.6	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Ac	21.4	1.6
Buses	21.4	-9.2

BRT
6-16

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

Table 25
I-270/US 15 MULTI-MODAL CORRIDOR STUDY
BRT VEHICLE NOISE CALCULATIONS
STATION : DORSEY MILL TO COMSAT, RECEPTOR T-25

	BRT (vp1/2h)	Speed mph	Receptor T-25 Distance= 100		
			Leq at 100'	Energy Power	
			dBA		
12-12:30am	2	28.1	42.2	16533	
12:30-1	2	28.1	42.2	16533	
1-1:30	2	28.1	42.2	16533	
1:30-2	2	28.1	42.2	16533	
2-2:30	2	28.1	42.2	16533	
2:30-3	2	28.1	42.2	16533	
3-3:30	2	28.1	42.2	16533	
3:30-4	2	28.1	42.2	16533	
4-4:30	2	28.1	42.2	16533	
4:30-5	2	28.1	42.2	16533	
5-5:30	2	28.1	42.2	16533	
5:30-6	6	28.1	47.0	49600	
6-6:30	6	28.1	47.0	49600	
6:30-7	12.5	28.1	50.1	103333	
7-7:30	12.5	28.1	50.1	103333	
7:30-8	12.5	28.1	50.1	103333	
8-8:30	12.5	28.1	50.1	103333	
8:30-9	8	28.1	48.2	66133	
9-9:30	8	28.1	48.2	66133	
9:30-10	8	28.1	48.2	66133	
10-10:30	8	28.1	48.2	66133	
10:30-11	8	28.1	48.2	66133	
11-11:30	8	28.1	48.2	66133	
11:30-12noon	8	28.1	48.2	66133	
12noon-12:30pm	8	28.1	48.2	66133	
12:30-1	8	28.1	48.2	66133	
1-1:30	8	28.1	48.2	66133	
1:30-2	8	28.1	48.2	66133	
2-2:30	8	28.1	48.2	66133	
2:30-3	8	28.1	48.2	66133	
3-3:30	8	28.1	48.2	66133	
3:30-4	8	28.1	48.2	66133	
4-4:30	8	28.1	48.2	66133	
4:30-5	12.5	28.1	50.1	103333	
5-5:30	12.5	28.1	50.1	103333	
5:30-6	12.5	28.1	50.1	103333	
6-6:30	12.5	28.1	50.1	103333	
6:30-7	8	28.1	48.2	66133	
7-7:30	8	28.1	48.2	66133	
7:30-8	8	28.1	48.2	66133	
8-8:30	8	28.1	48.2	66133	
8:30-9	8	28.1	48.2	66133	
9-9:30	5	28.1	46.2	41333	
9:30-10	5	28.1	46.2	41333	
10-10:30	5	28.1	46.2	41333	
10:30-11	5	28.1	46.2	41333	
11-11:30	5	28.1	46.2	41333	
11:30-12midnight	5	28.1	46.2	41333	
Peak Leq			50.1		
Day Leq				48.6	2194788.3
Night Leq				44.8	5497304.1
Ldn				52.0	

Vehicle	Speed	Ce
Autos	21.4	-14.7
Commuter Bus Ac	21.4	1.6
Buses	21.4	-9.2

6-16

BRT

Source	Reference SEL (dBA)
Autos	74
Bus(diesel)	82
Bus (Elec.)	80
Bus (hybrid)	83

6-14

APPENDIX D

ALTERNATIVE 6

HIGHWAY NOISE BARRIER ILLUSTRATIONS

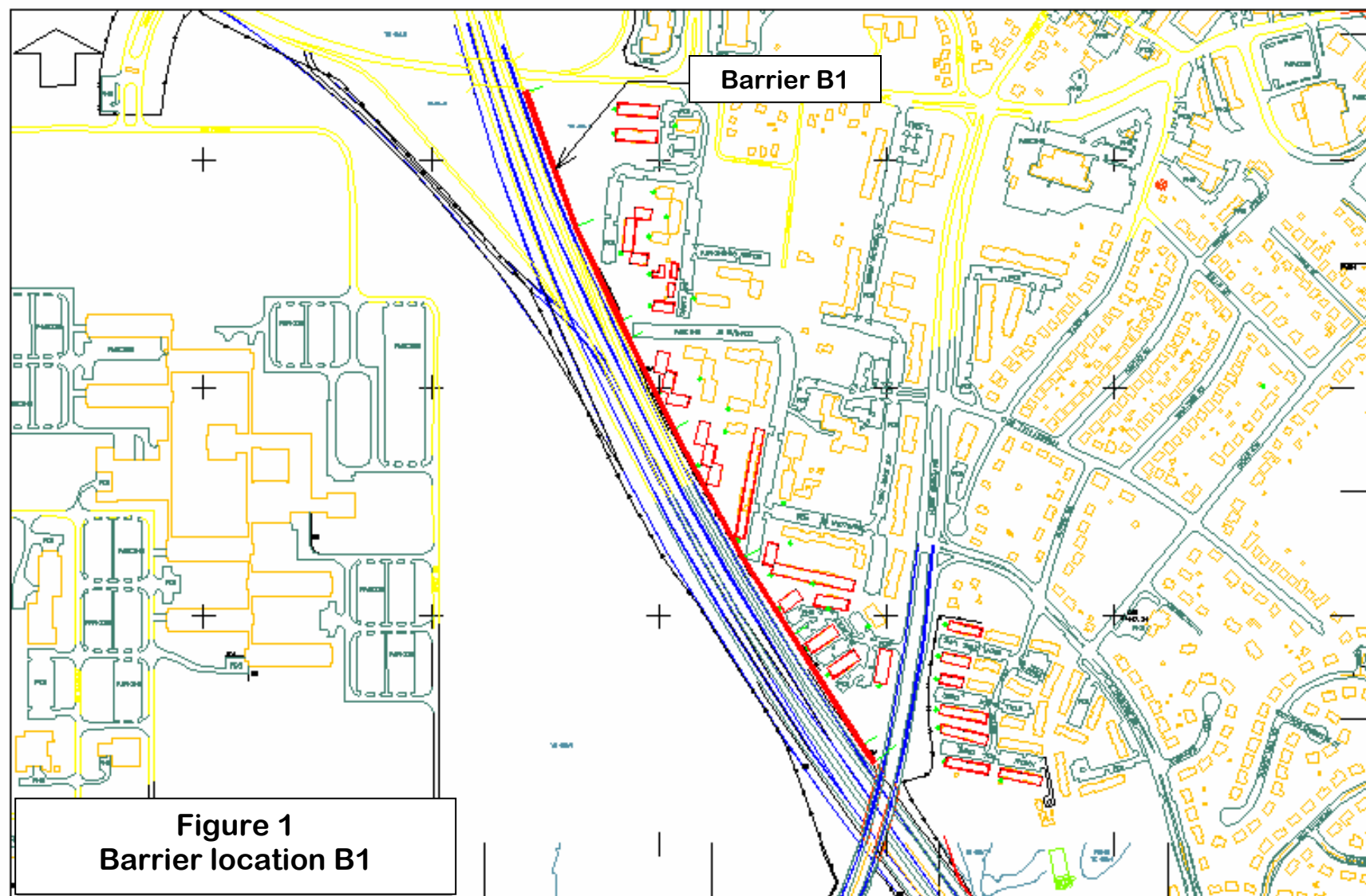


Figure 1
Barrier location B1

R1 - Receptor	P1 - Roadway	P2 - Roadway	P3 - Roadway
Pt1 - Barrier	Pt2 - Barrier	0<=H<8	8<=H<10
10<=H<12	12<=H<14	14<=H<18	18<=H<18
18<=H<20	20<=H<22	22<=H<24	24<=H

File name: Alt. 6 B1 - Rec 4&5.dwg

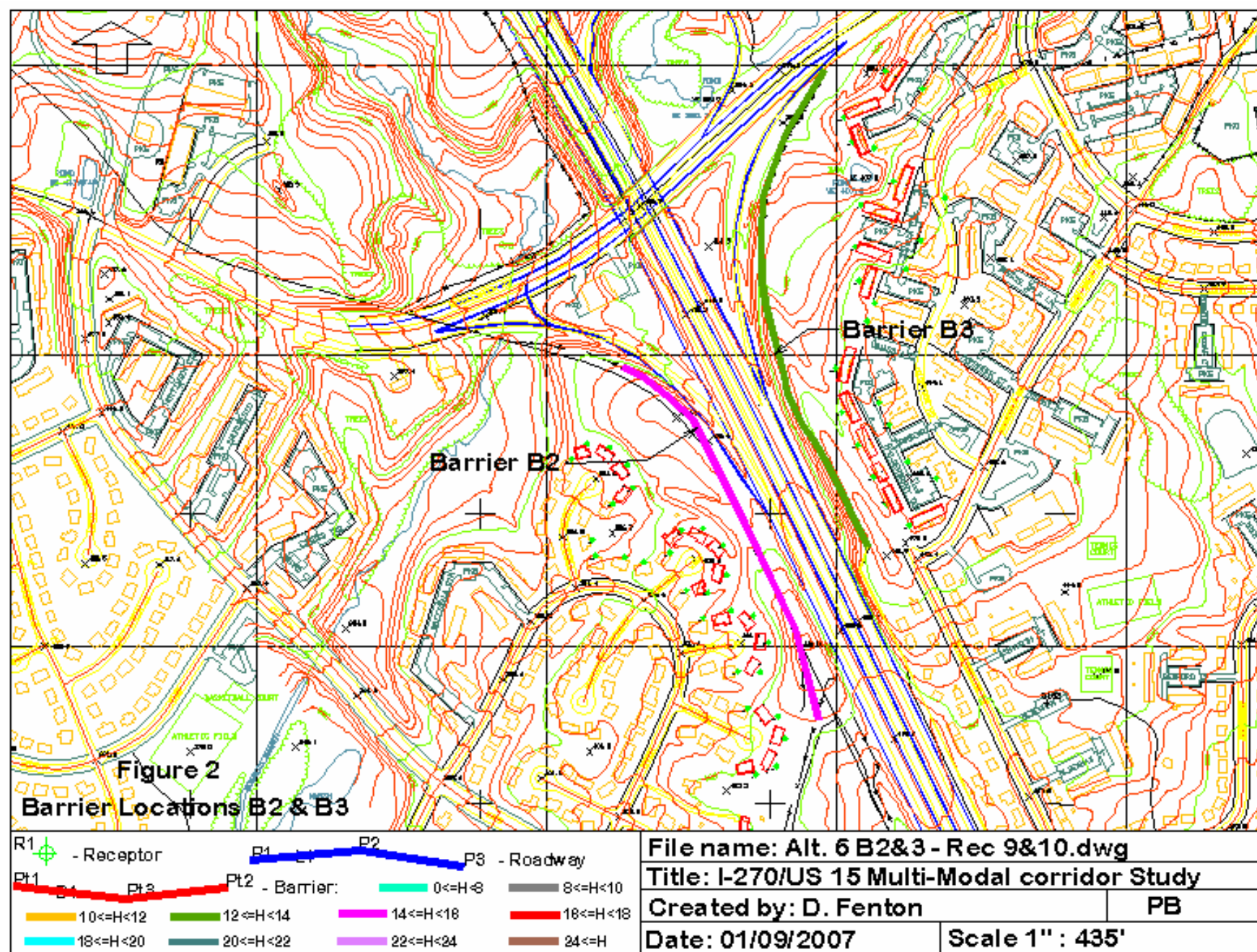
Title: I-270/US 15 Multi-Modal Corridor Study

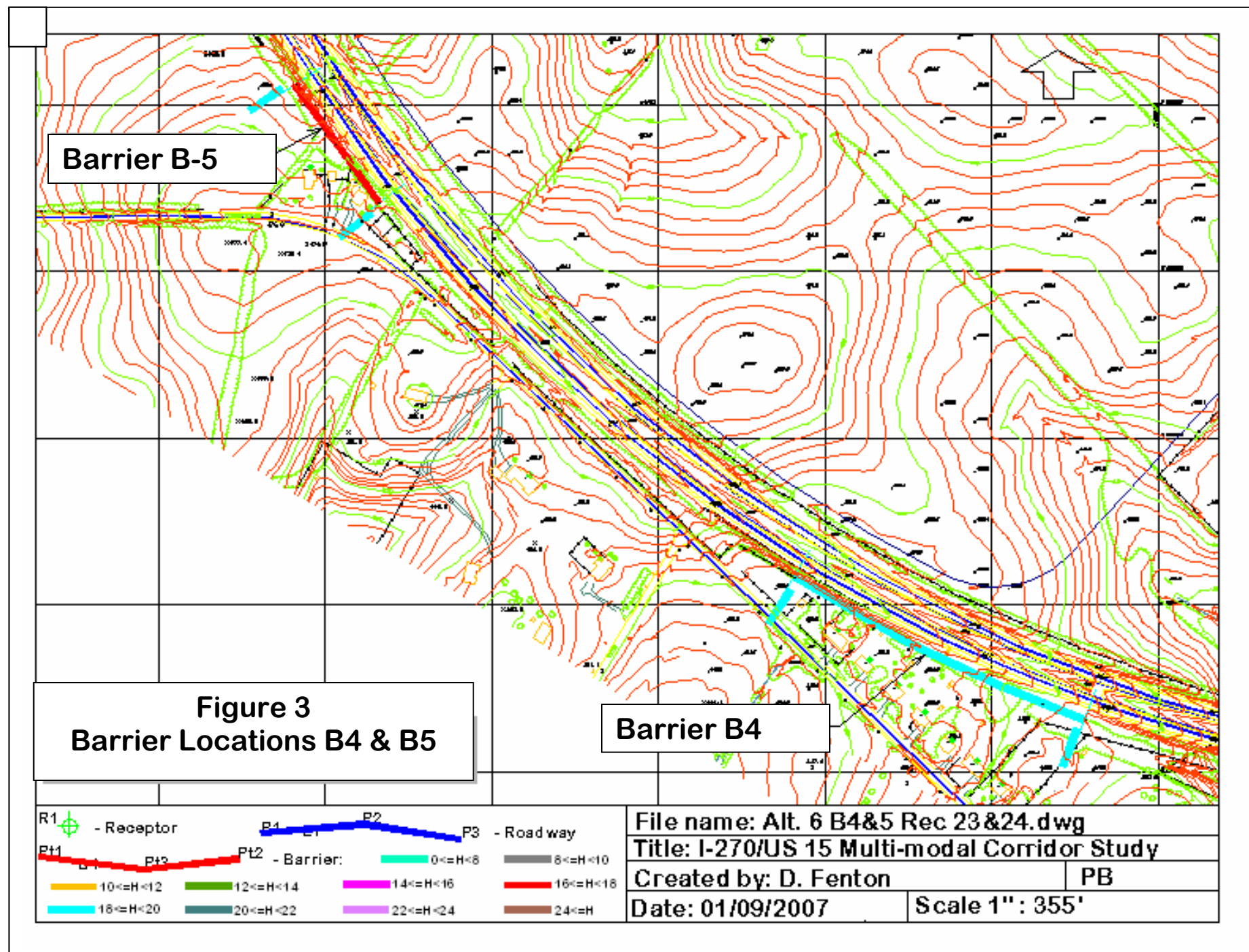
Created by: D. Fenton

PB

Date: 01/09/2007

Scale 1" : 600'





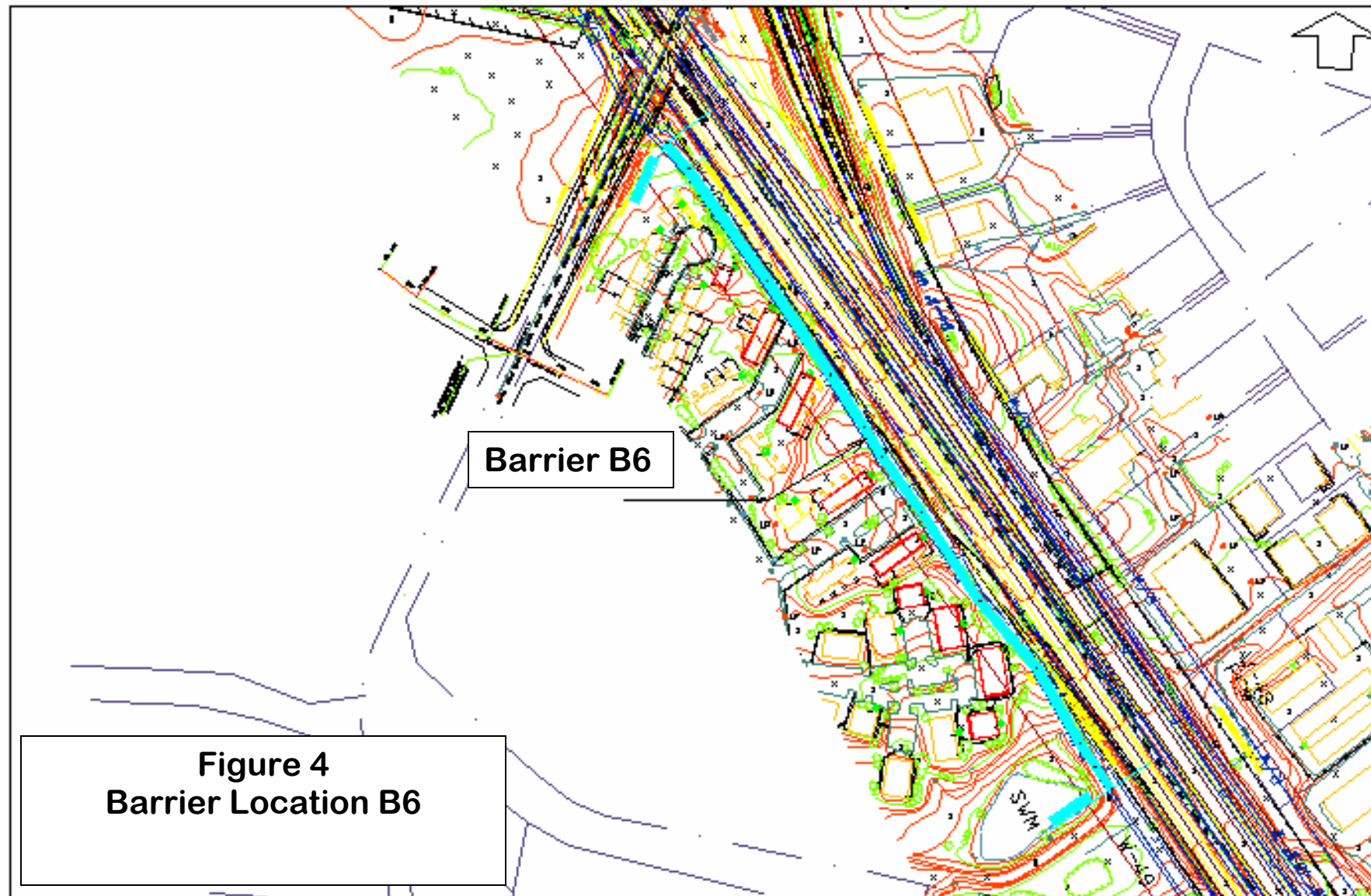


Figure 4
Barrier Location B6

R1 - Receptor	P1 - Barrier	P2 - Barrier	P3 - Roadway	File name: Alt. 6 B6 REC 31&32.dwg	
Pt1 - Barrier	Pt2 - Barrier	0<=H<8	8<=H<10	Title: I-270/US 15 Multi-Modal Corridor Study	
10<=H<12	12<=H<14	14<=H<16	16<=H<18	Created by: D. Fenton	PB
18<=H<20	20<=H<22	22<=H<24	24<=H	Date: 01/10/2007	Scale 1" : 317'

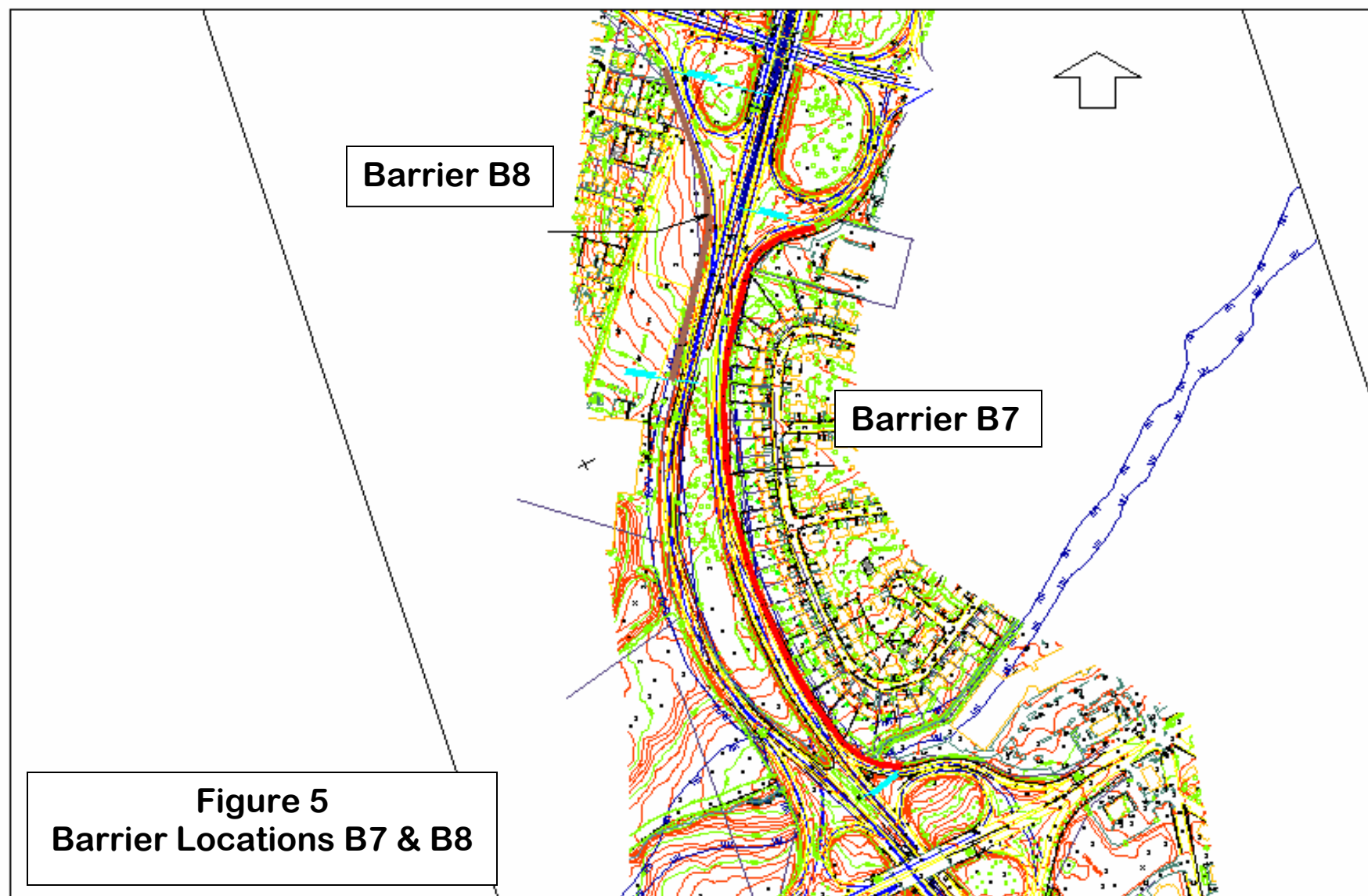
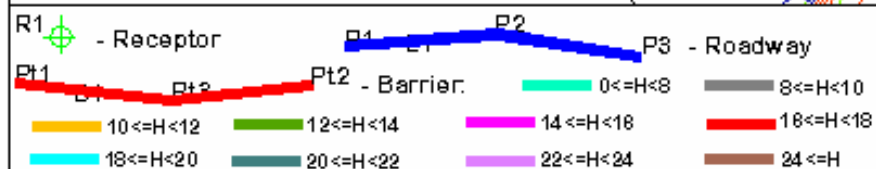


Figure 5
Barrier Locations B7 & B8



File name: Alt. 6 B7&8 Rec 34&36.dwg

Title: I-270/US 15 Multi-Modal Corridor Study

Created by: D. Fenton

PB

Date: 01/10/2007

Scale 1" : 571'

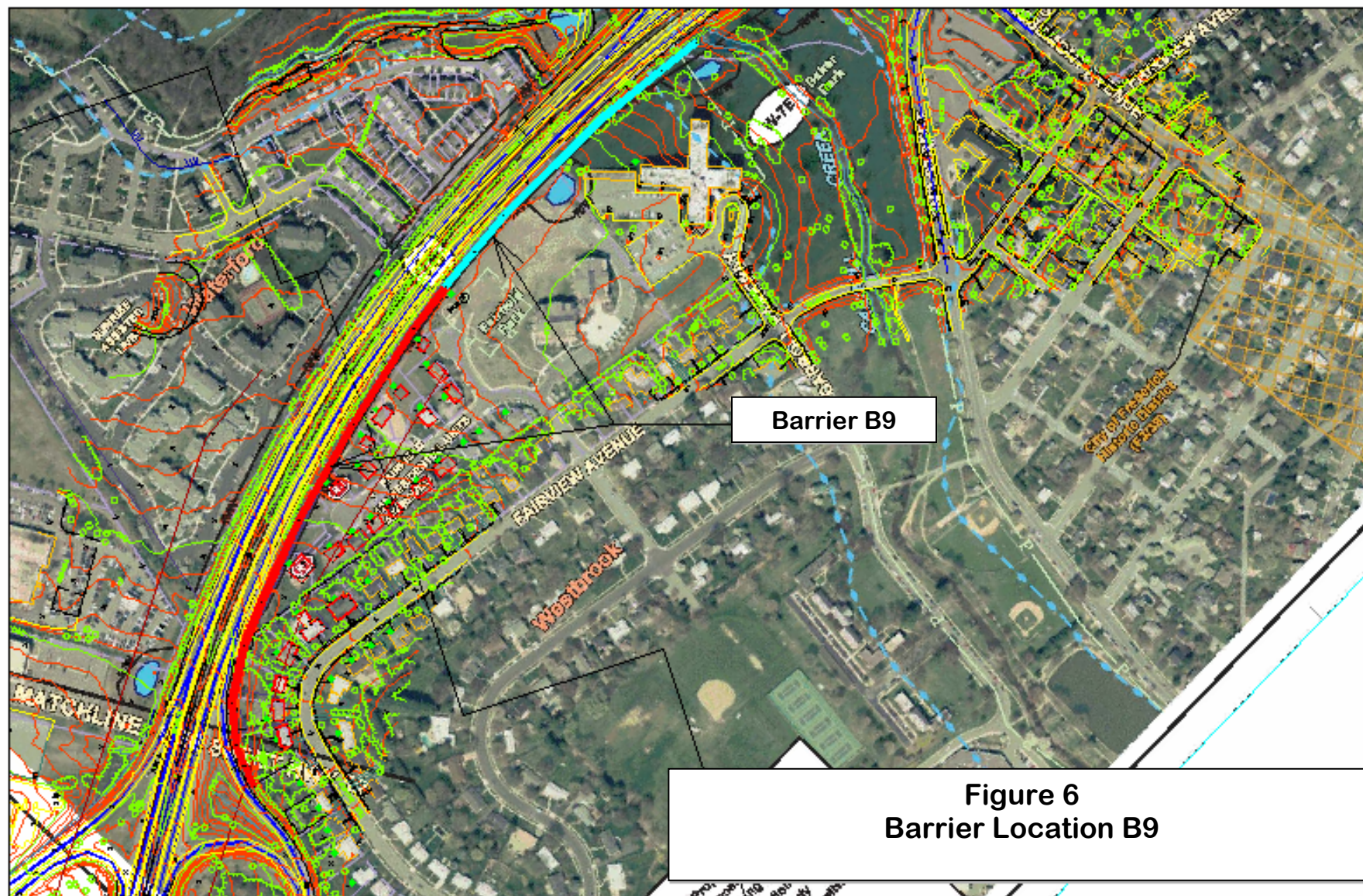
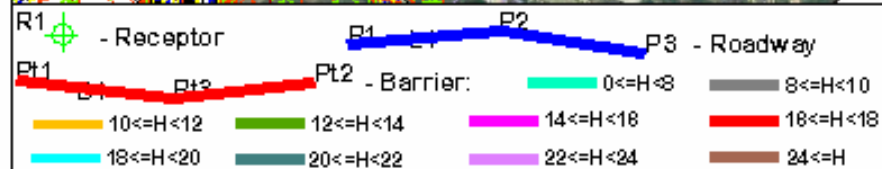


Figure 6
Barrier Location B9



File name: Alt. 6 B9 Rec 37,38 &39.dwg

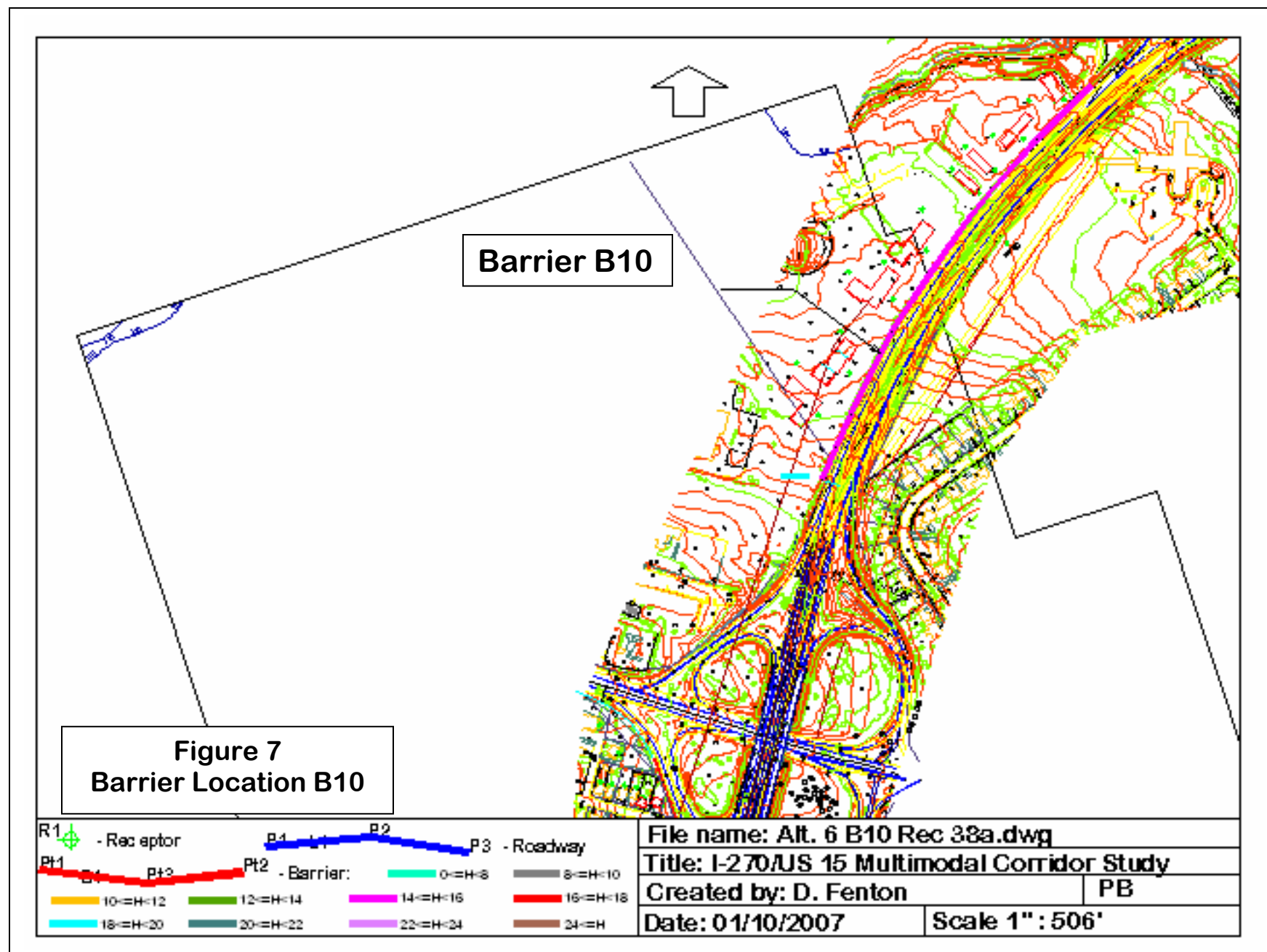
Title: I-270/US 15 Multi-Modal Corridor Study

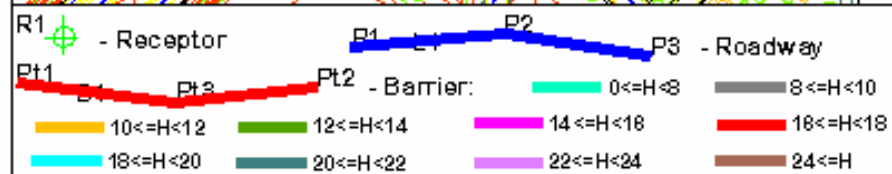
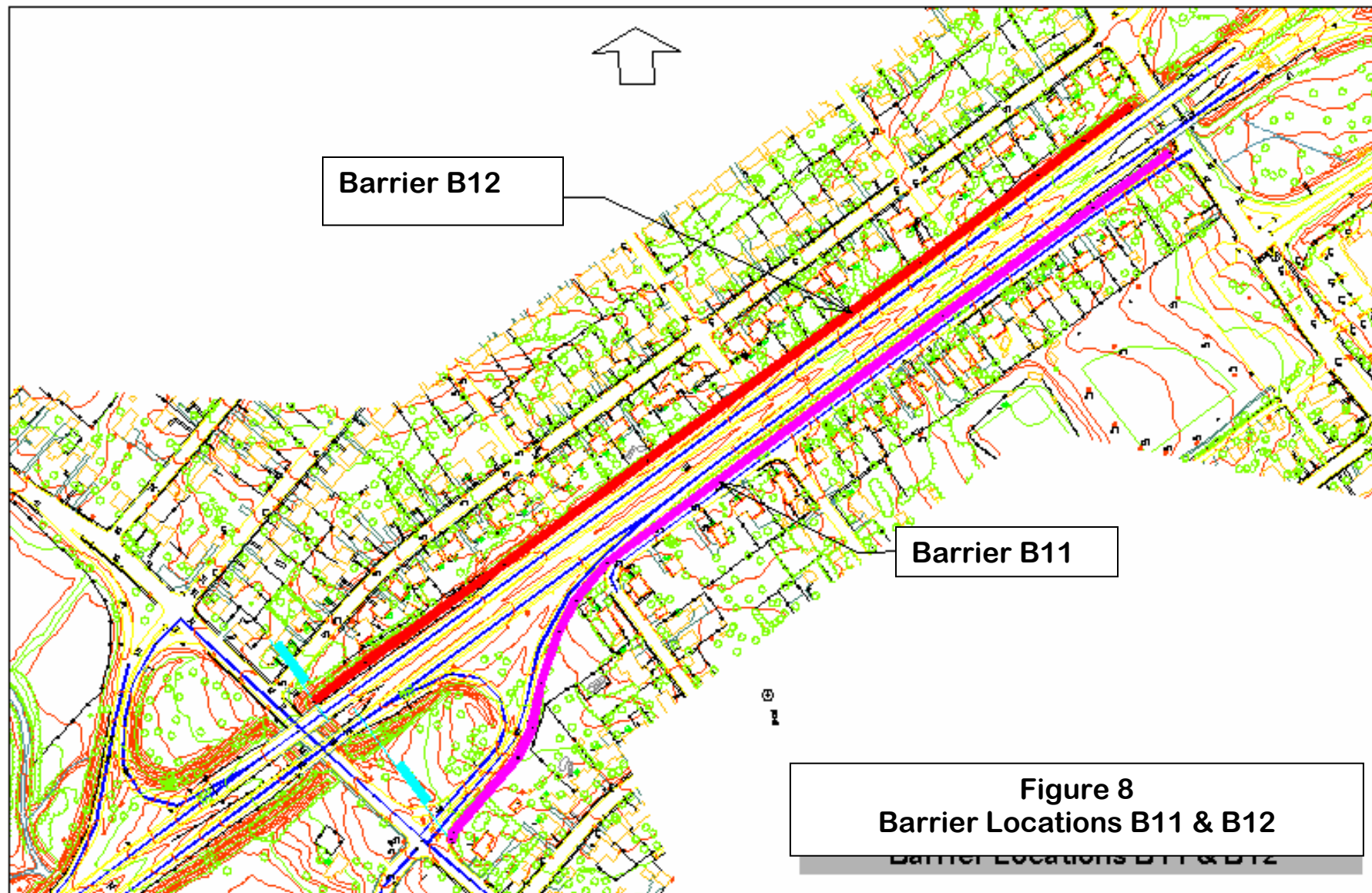
Created by: D. Fenton

PBQD Inc.

Date: 01/16/2007

Scale 1" : 403'





File name: Alt. 6 B11&12 Rec 41&42.dwg

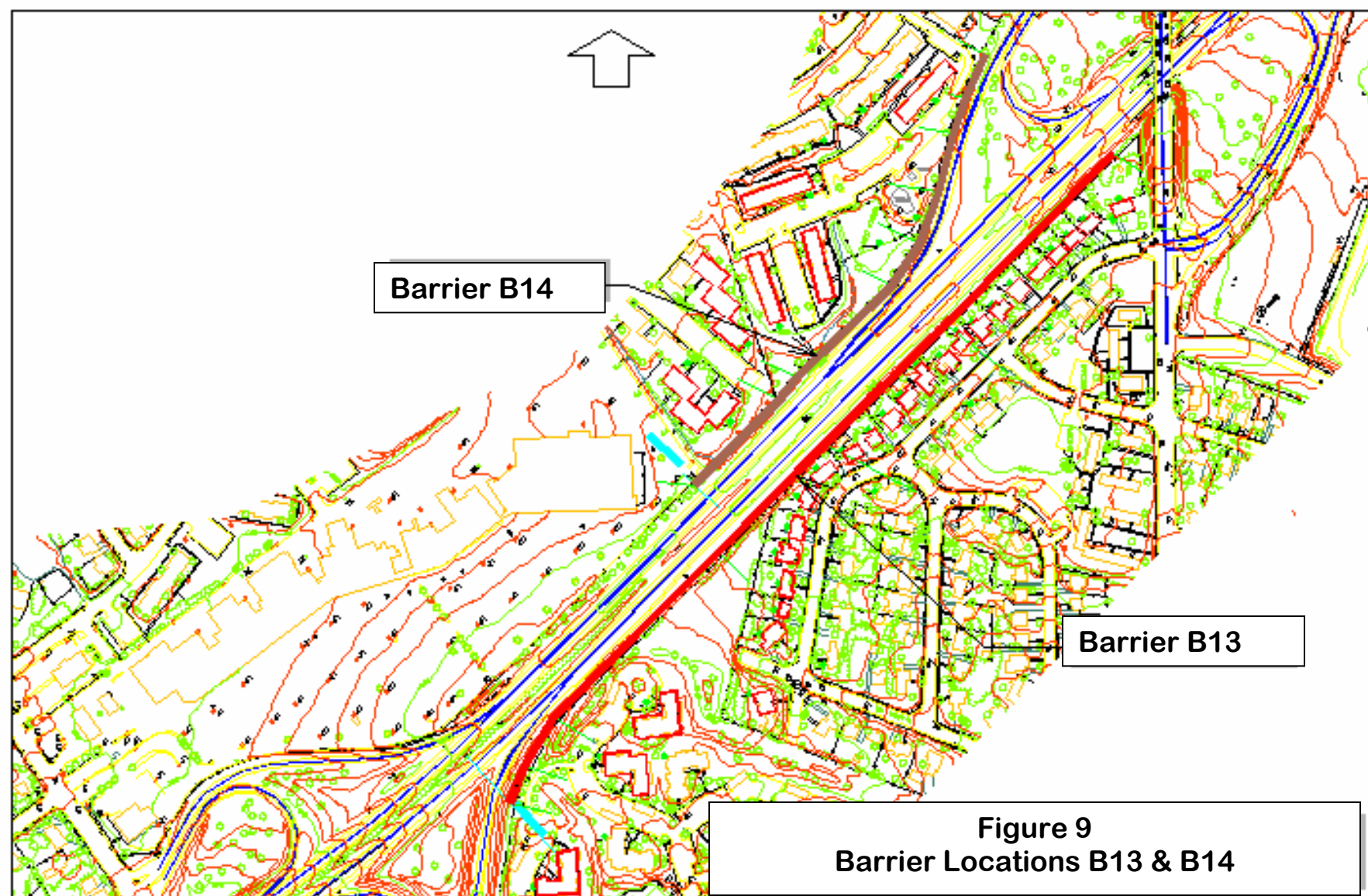
Title: I-270/US 15 Multi-Modal Corridor Study

Created by: D. Fenton

PB

Date: 01/10/2007

Scale 1" : 343'



R1 - Receptor	P1 - Barrier	P2 - Barrier	P3 - Roadway
P4 - Barrier	P5 - Barrier	P6 - Barrier	P7 - Barrier
10 ≤ H < 12	12 ≤ H < 14	14 ≤ H < 16	16 ≤ H < 18
18 ≤ H < 20	20 ≤ H < 22	22 ≤ H < 24	24 ≤ H

File name: Alt. 6 B13&14 Rec 43&45 and Rec 44.dwg	
Title: I-270/US 15 Multi-Modal Corridor Study	
Created by: D. Fenton	PB
Date: 01/10/2007	Scale 1" : 373'

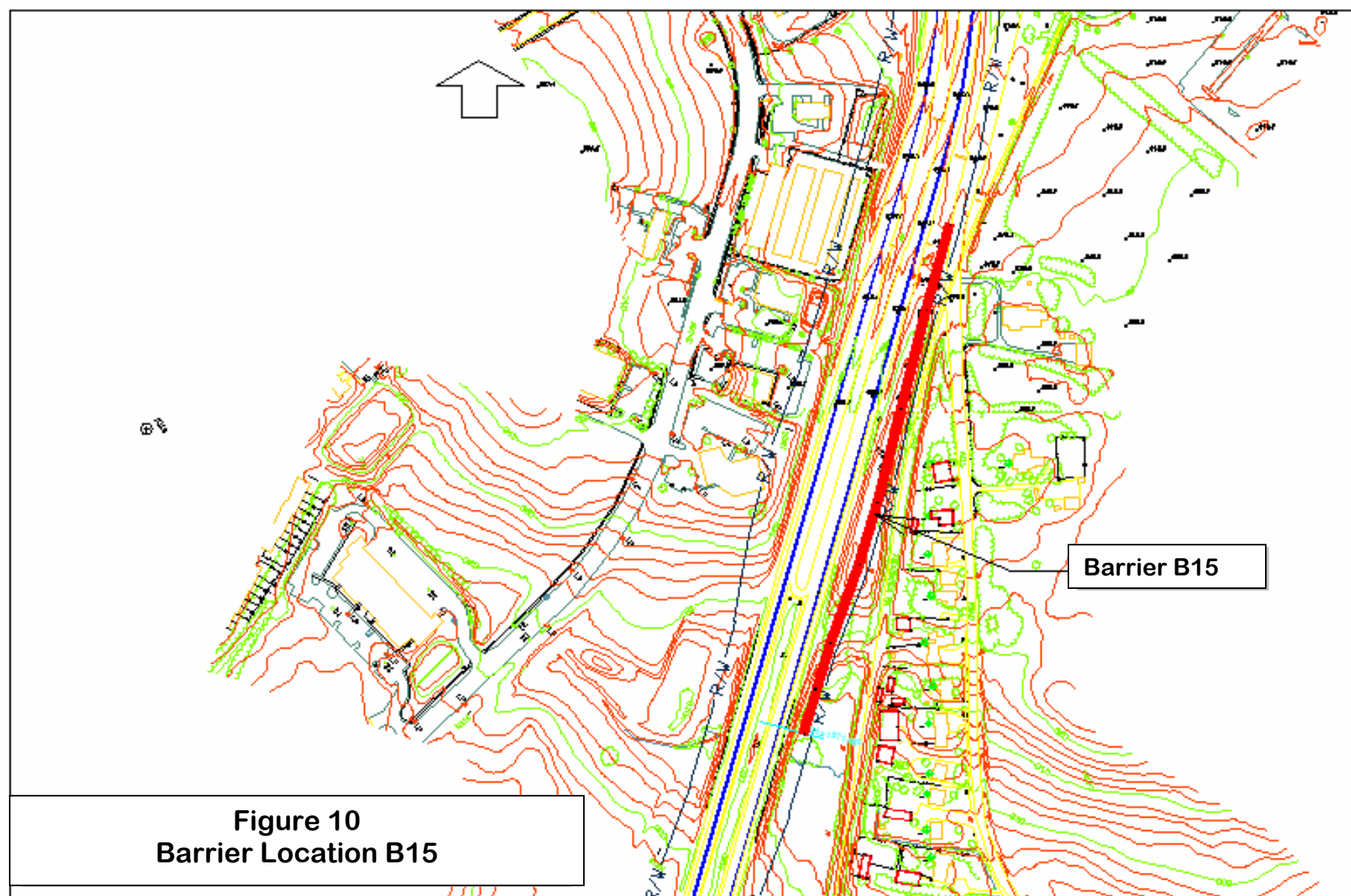
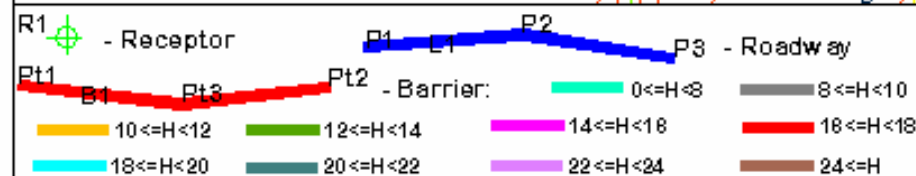
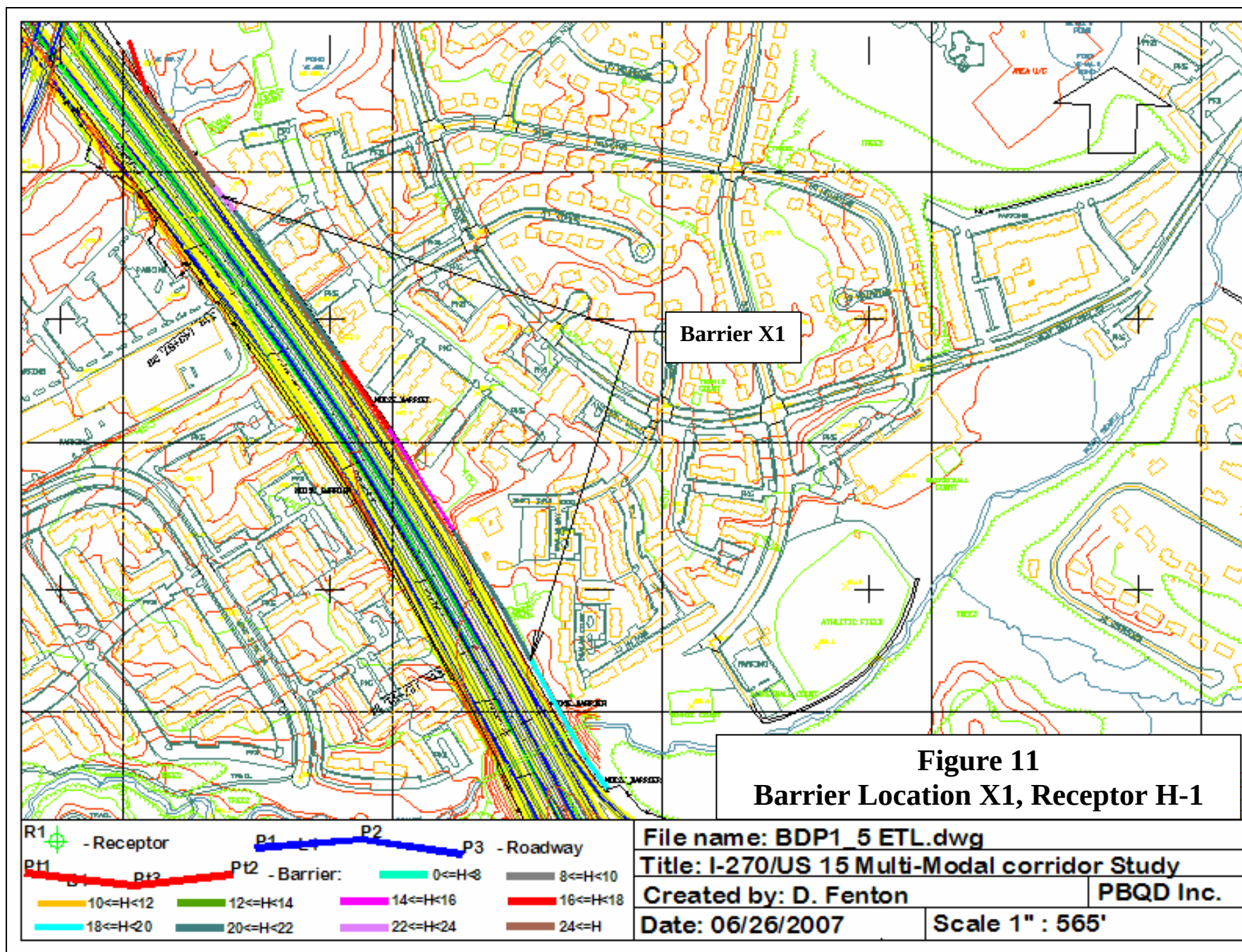
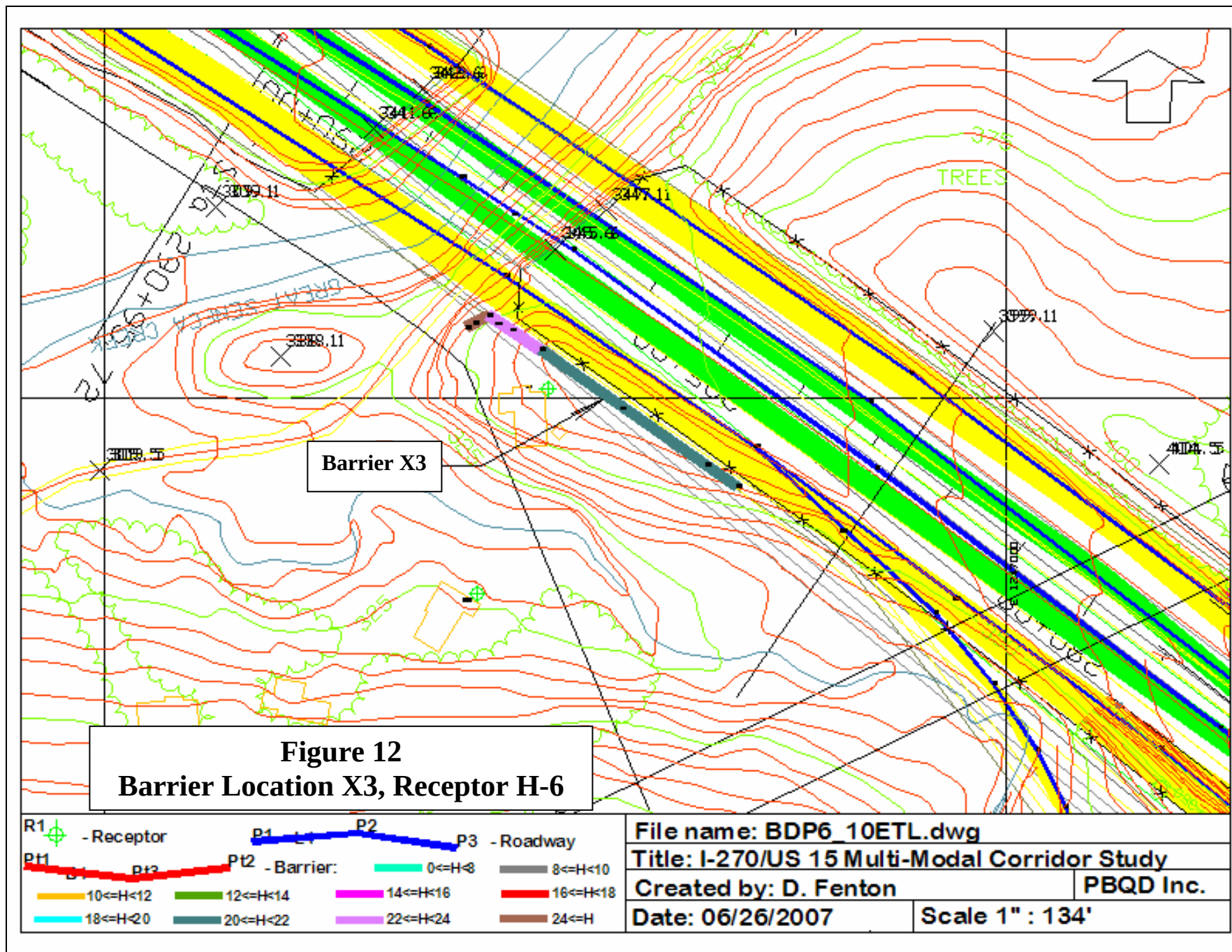


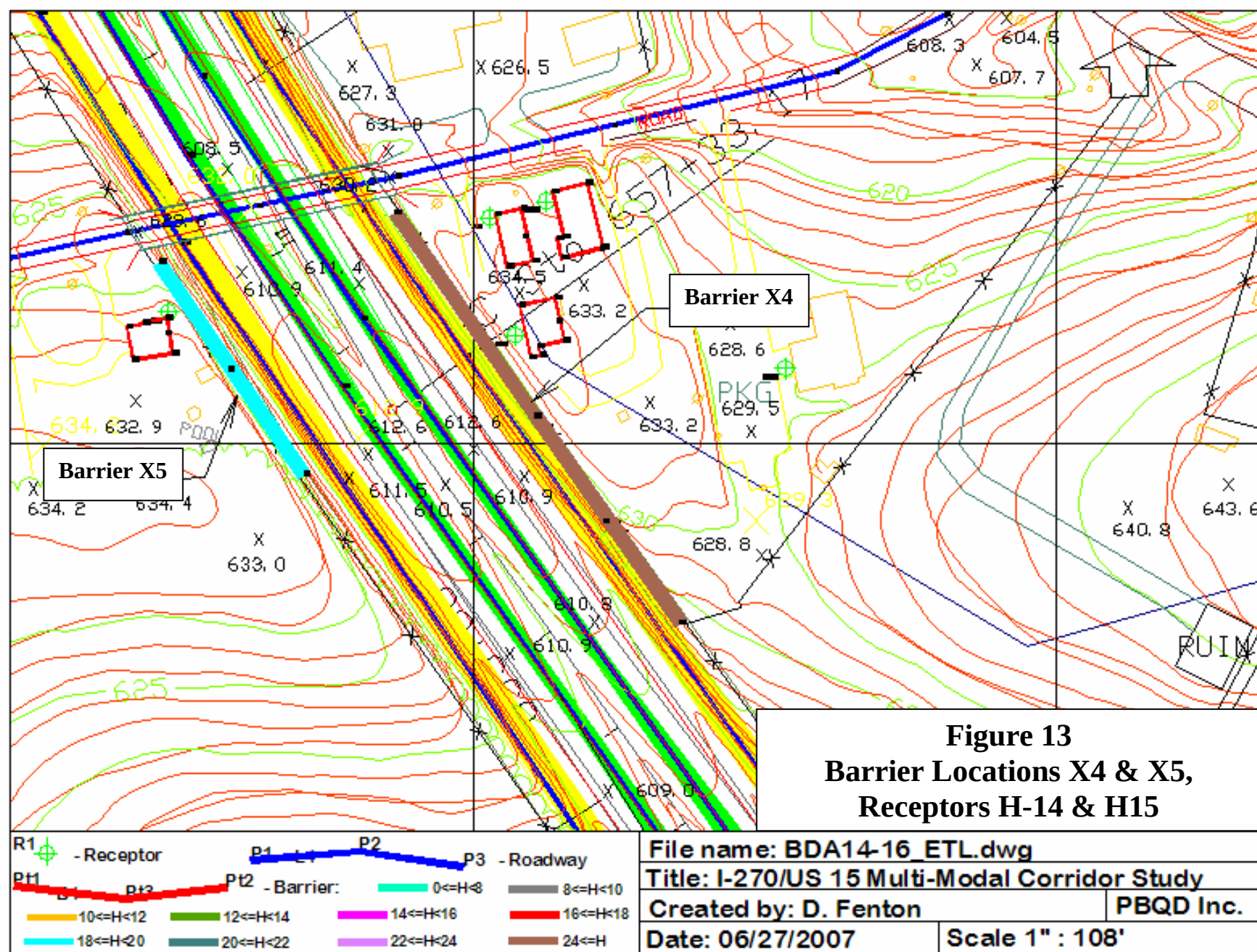
Figure 10
Barrier Location B15

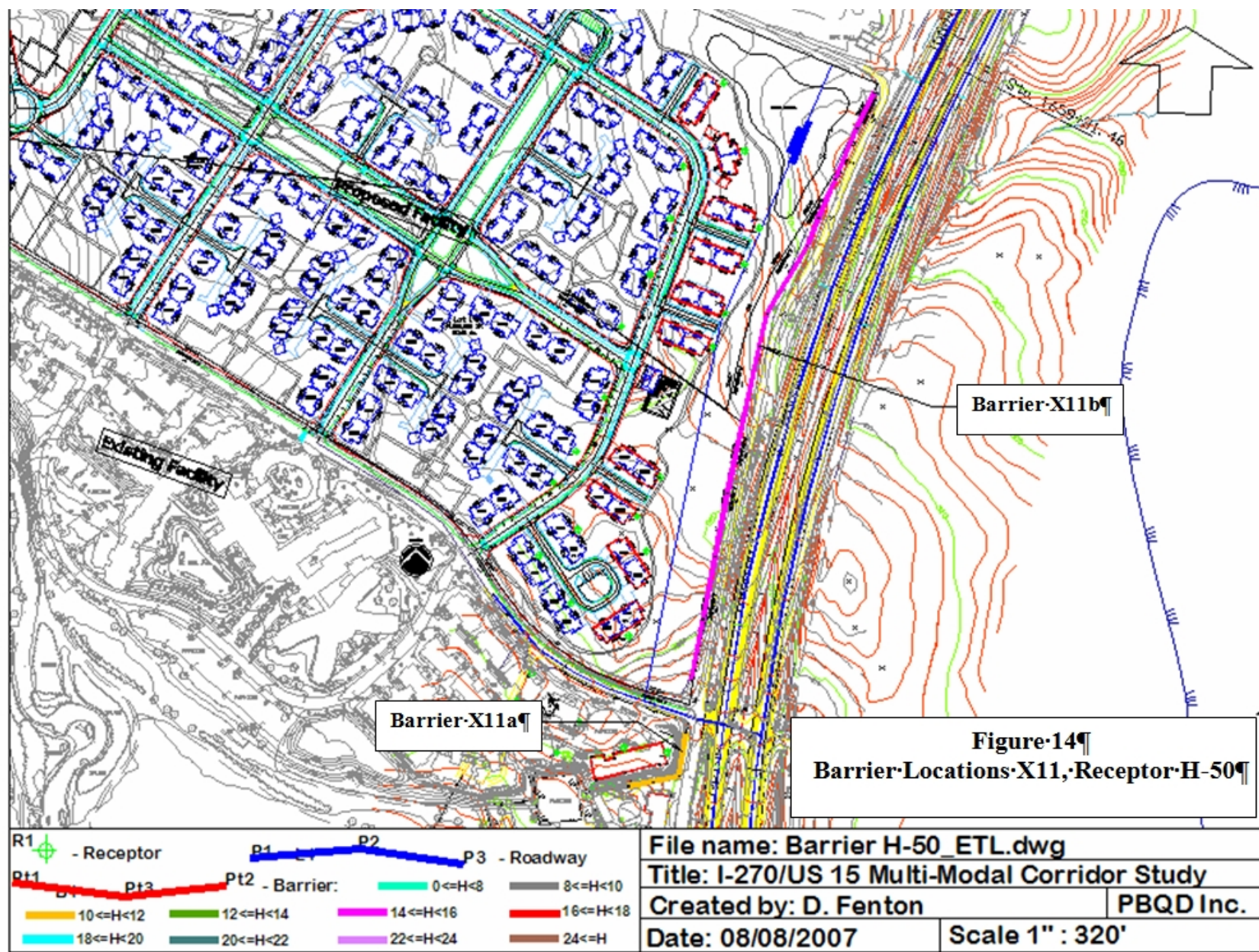


File name: Alt. 6 B15 Rec 48&49.dwg	
Title: I-270/US 15 Multi-Modal Corridor Study	
Created by: D. Fenton	PB
Date: 01/11/2007	Scale 1" : 315'









APPENDIX E

ALTERNATIVE 7

HIGHWAY NOISE BARRIER ILLUSTRATIONS

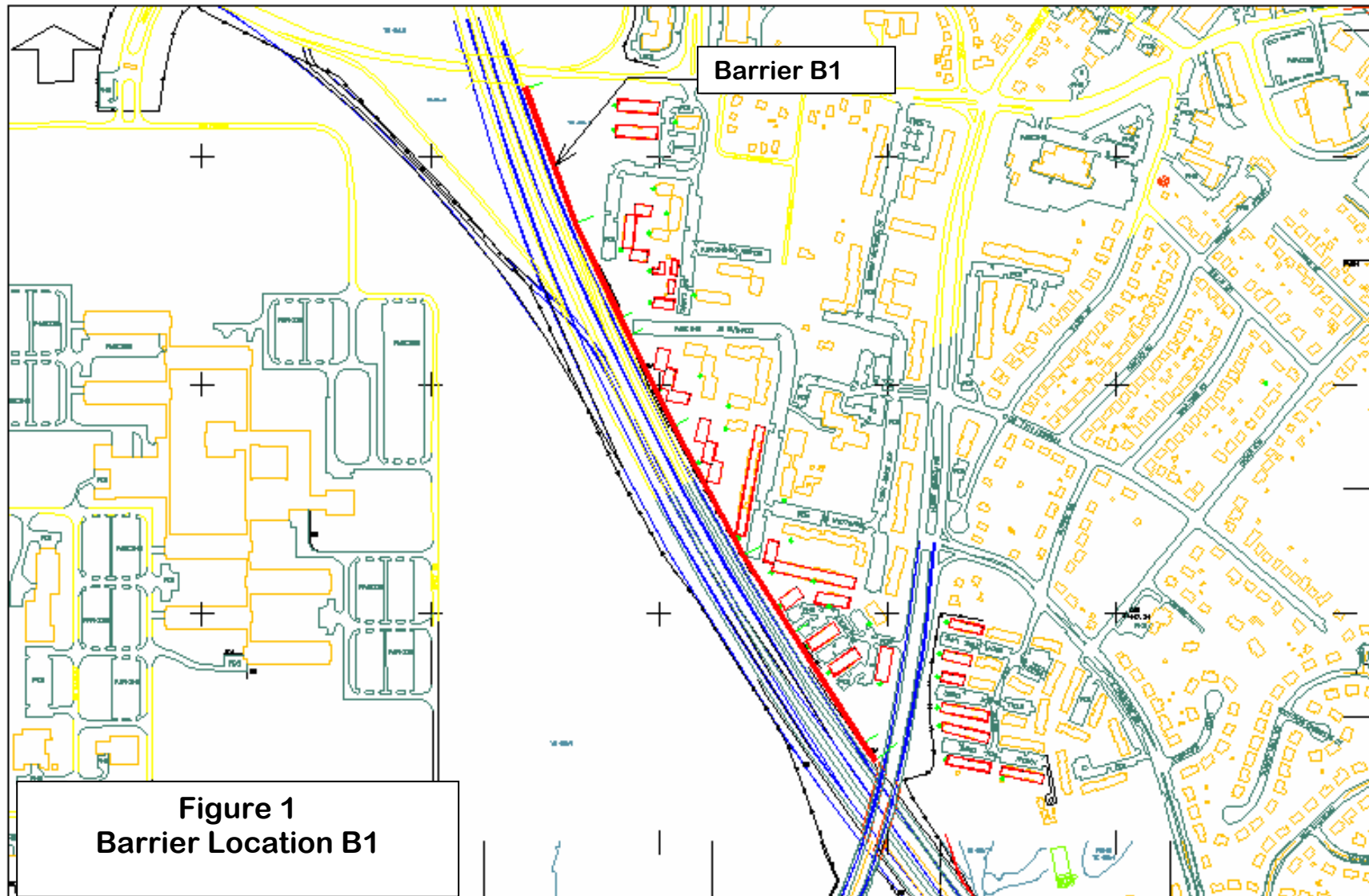


Figure 1
Barrier Location B1

R1 - Receptor	B1 - Barrier	P2 - Roadway
Pt1 - Barrier	Pt2 - Barrier	Pt3 - Roadway
10<=H<12	12<=H<14	14<=H<16
16<=H<18	18<=H<20	20<=H<22
22<=H<24	24<=H	

File name: Alt. 7 B1 - Rec 4&5.dwg

Title: I-270/US 15 Multi-Modal Corridor Study

Created by: D. Fenton

PB

Date: 01/23/2007

Scale 1" : 600'

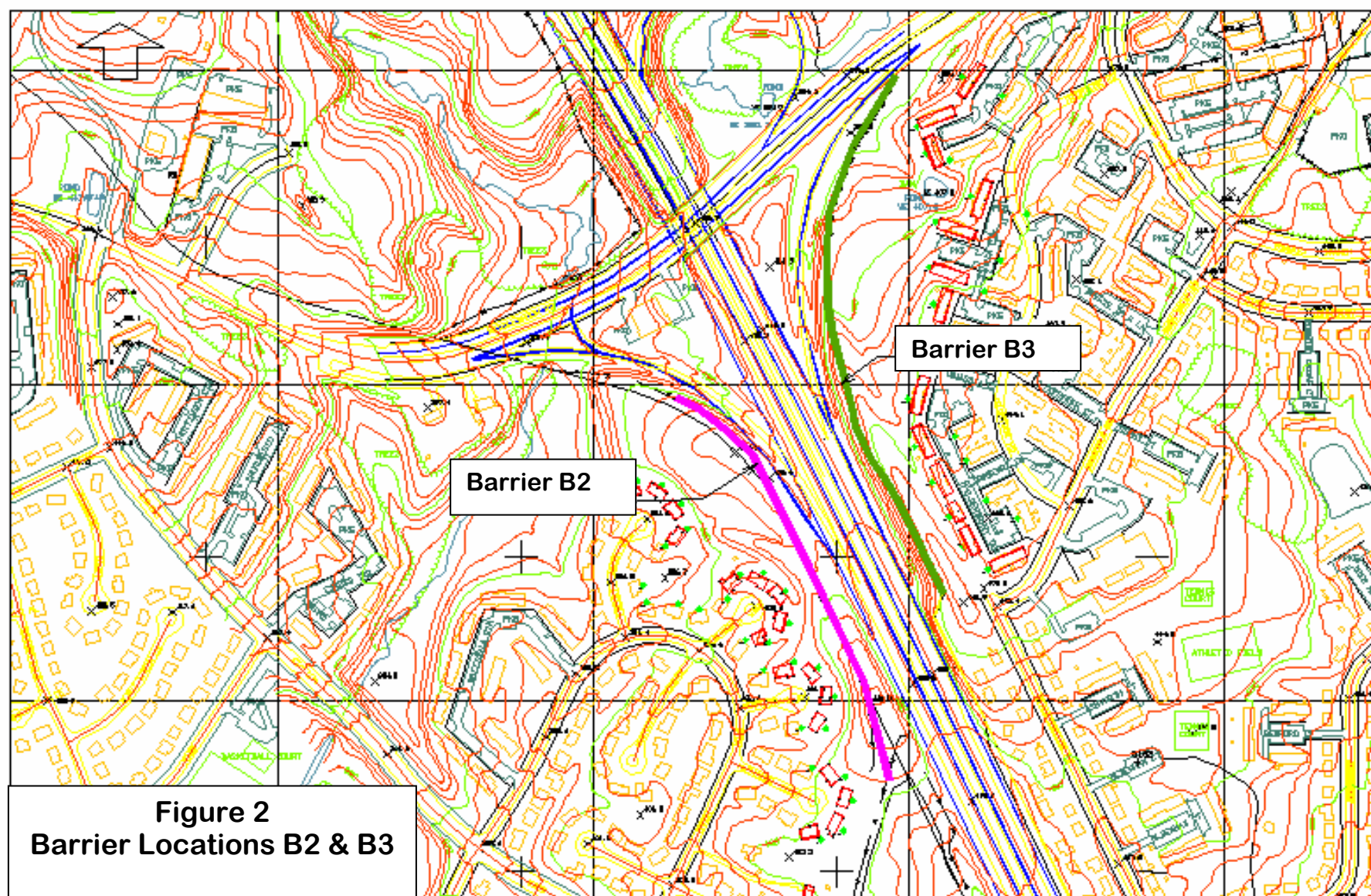
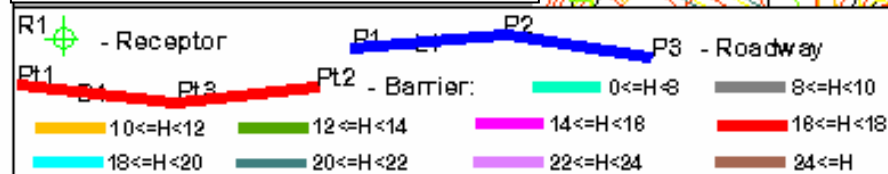


Figure 2
Barrier Locations B2 & B3



File name: Alt. 7 B2&3 - Rec 9&10.dwg

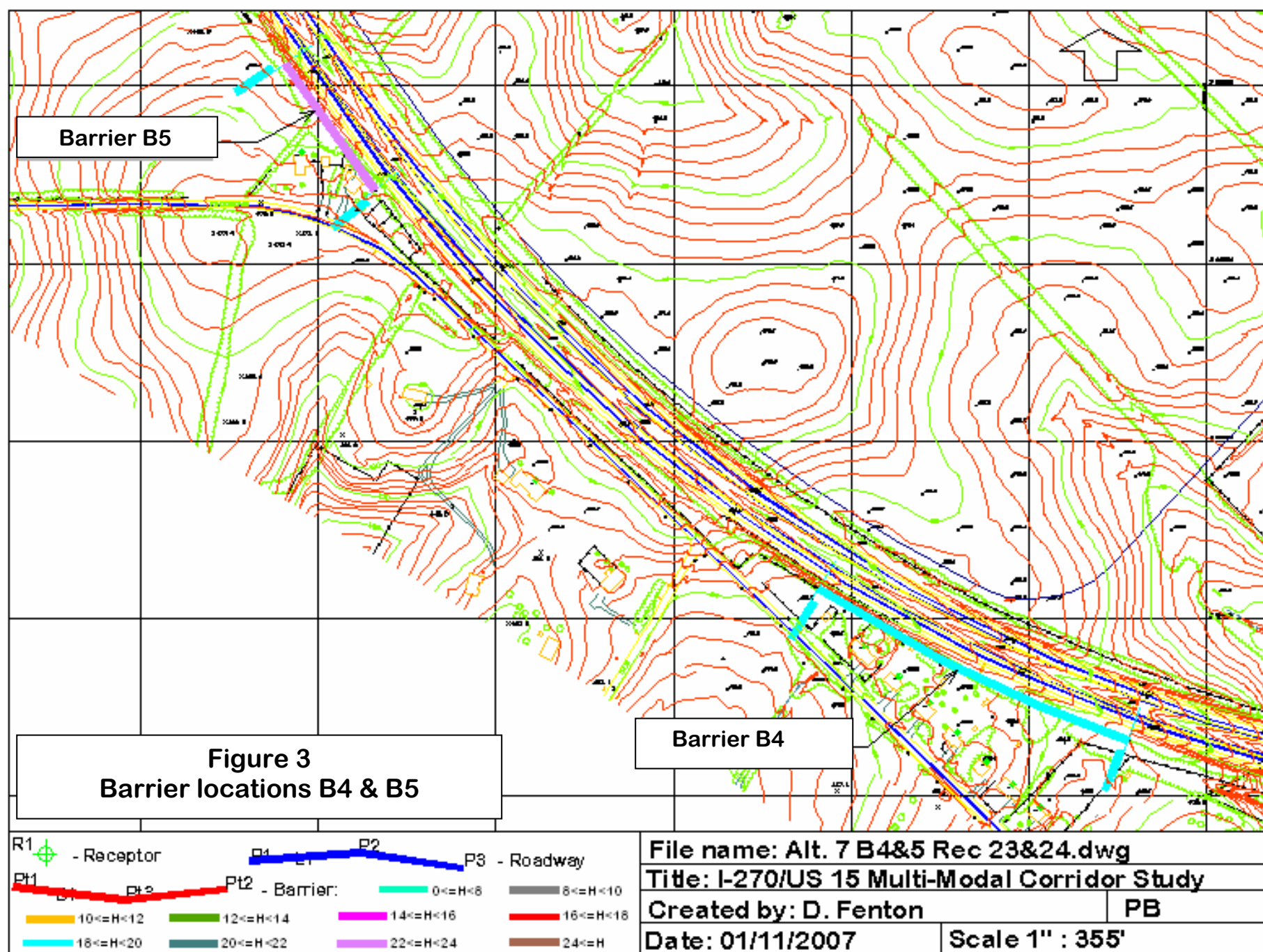
Title: I-270/Us 15 Multi-Modal Corridor Study

Created by: D. Fenton

PB

Date: 01/11/2007

Scale 1" : 435'



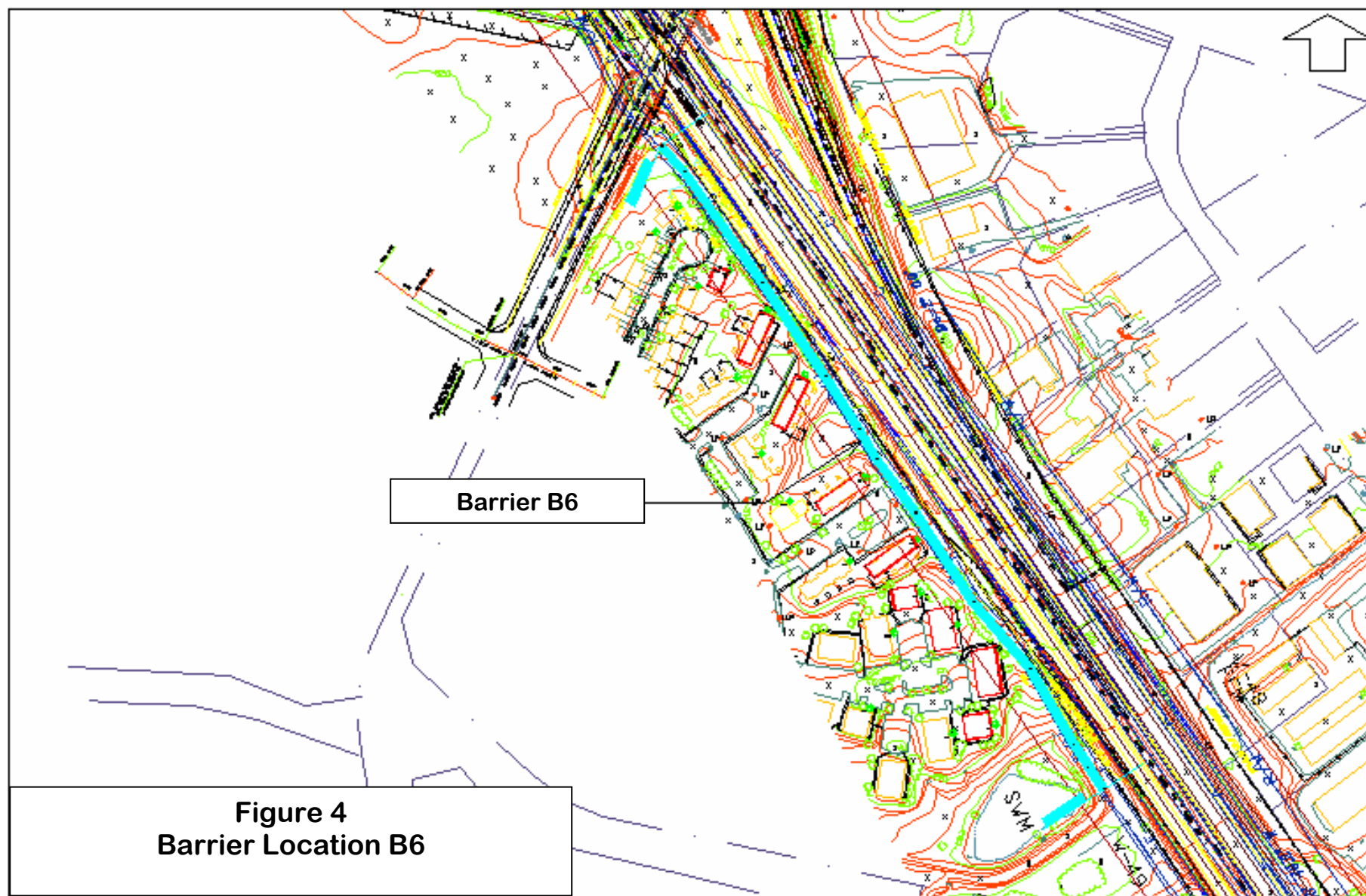


Figure 4
Barrier Location B6



File name: Alt. 7 B6 REC 31&32.dwg

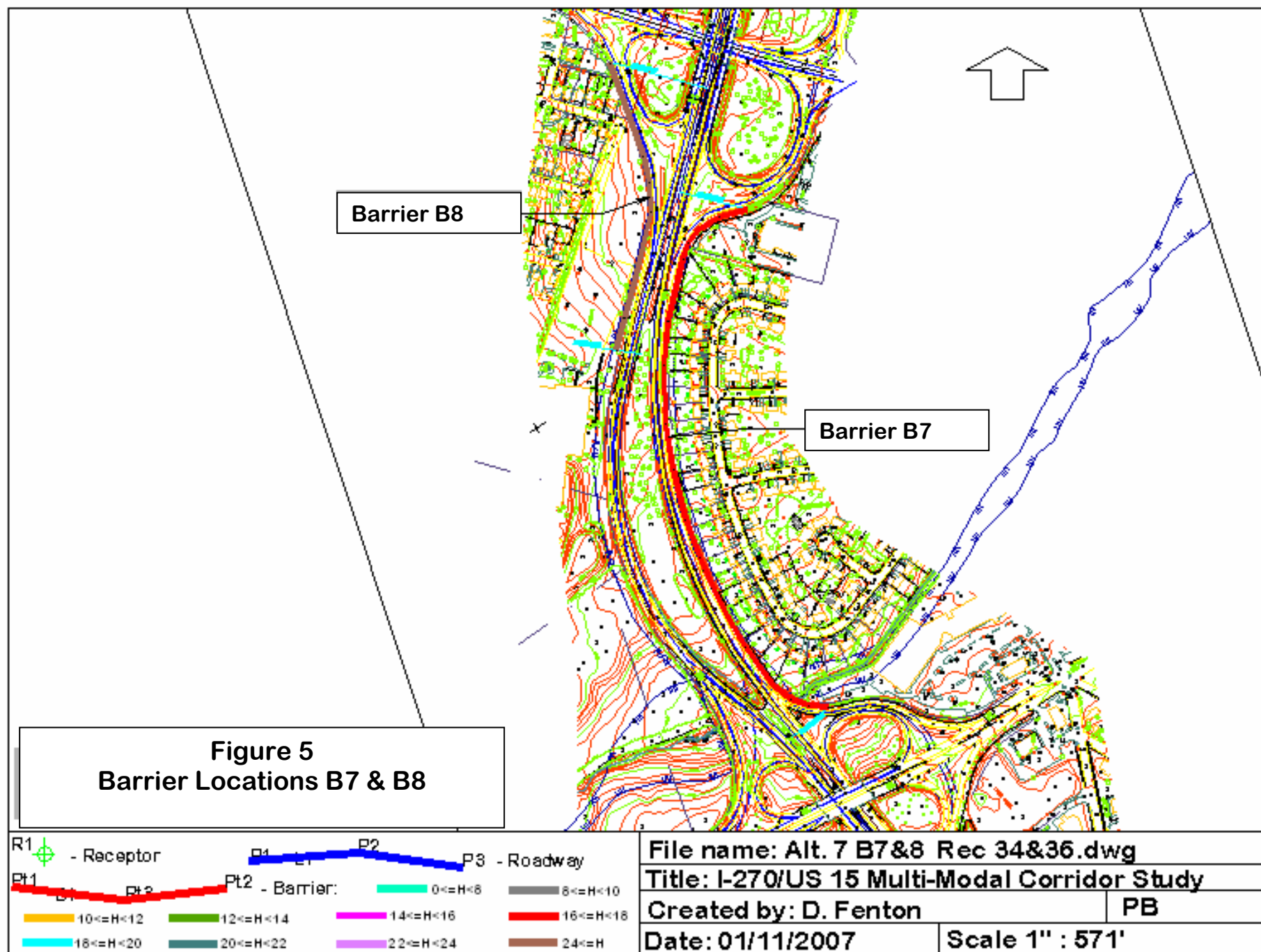
Title: I-270/US 15 Multi-Modal Corridor Study

Created by: D. Fenton

PB

Date: 01/11/2007

Scale 1" : 317'



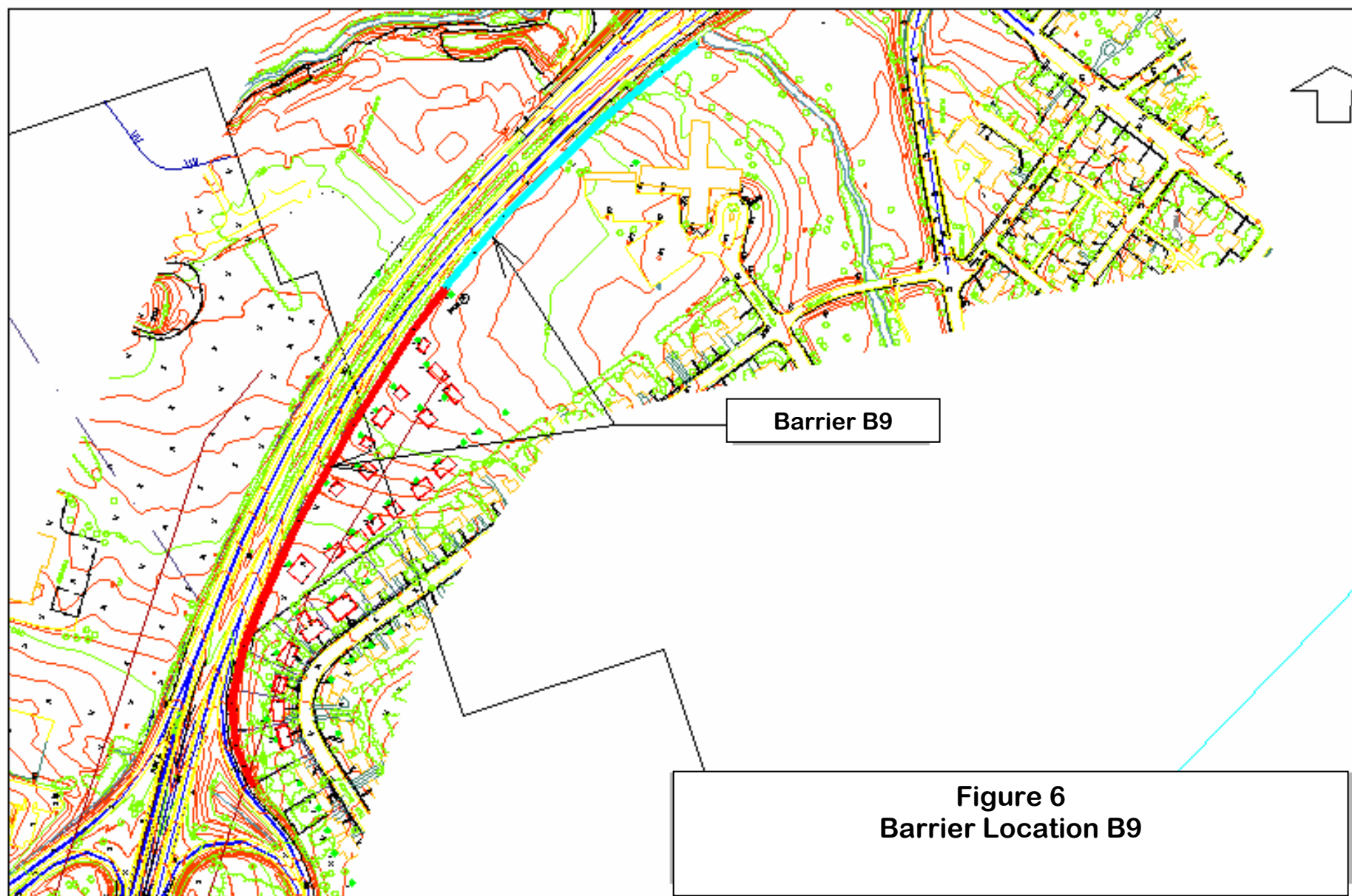


Figure 6
Barrier Location B9



File name: Alt. 7 B9 Rec 37,38 &39.dwg

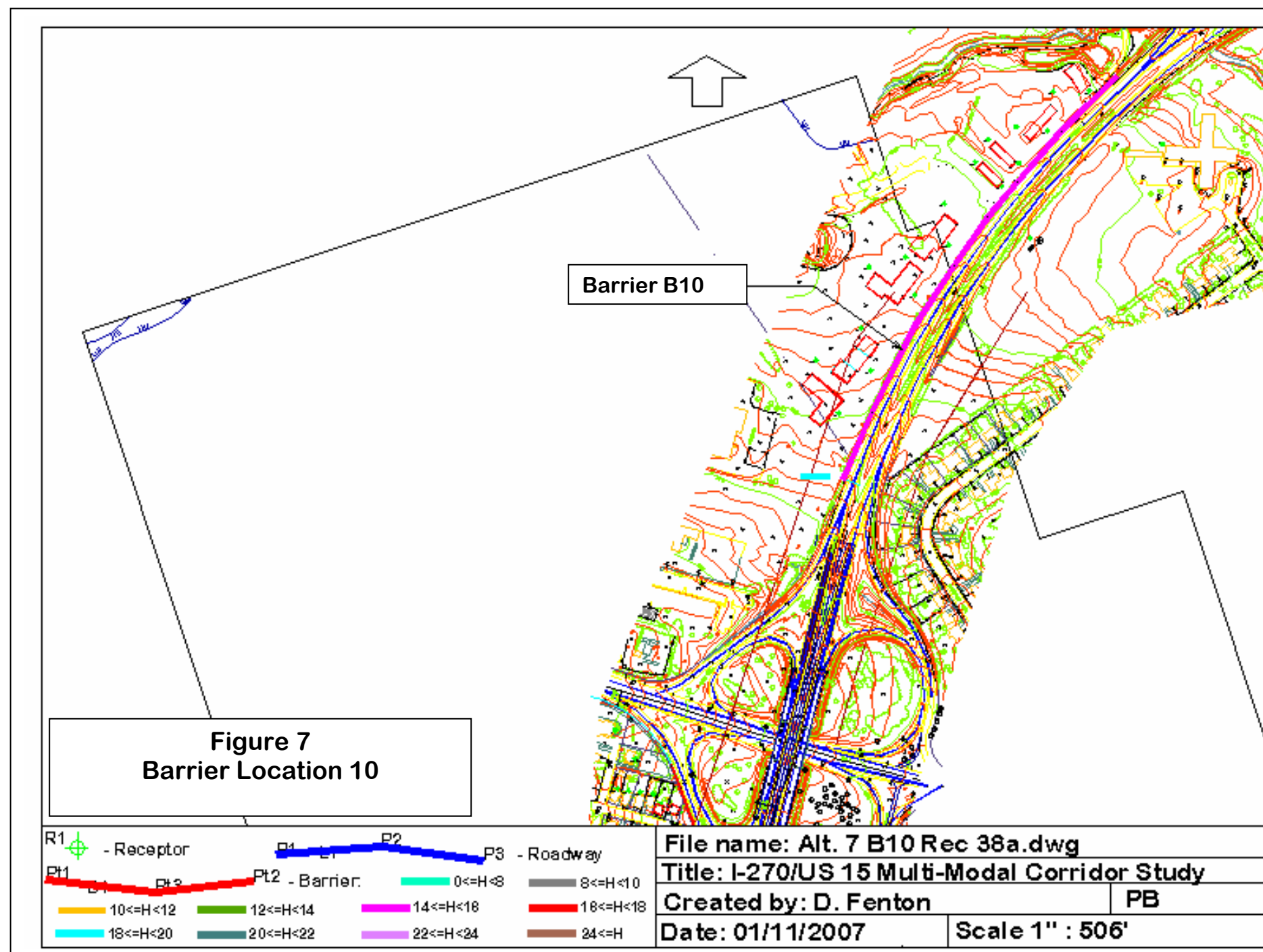
Title: I-270/US 15 Multi-Modal Corridor Study

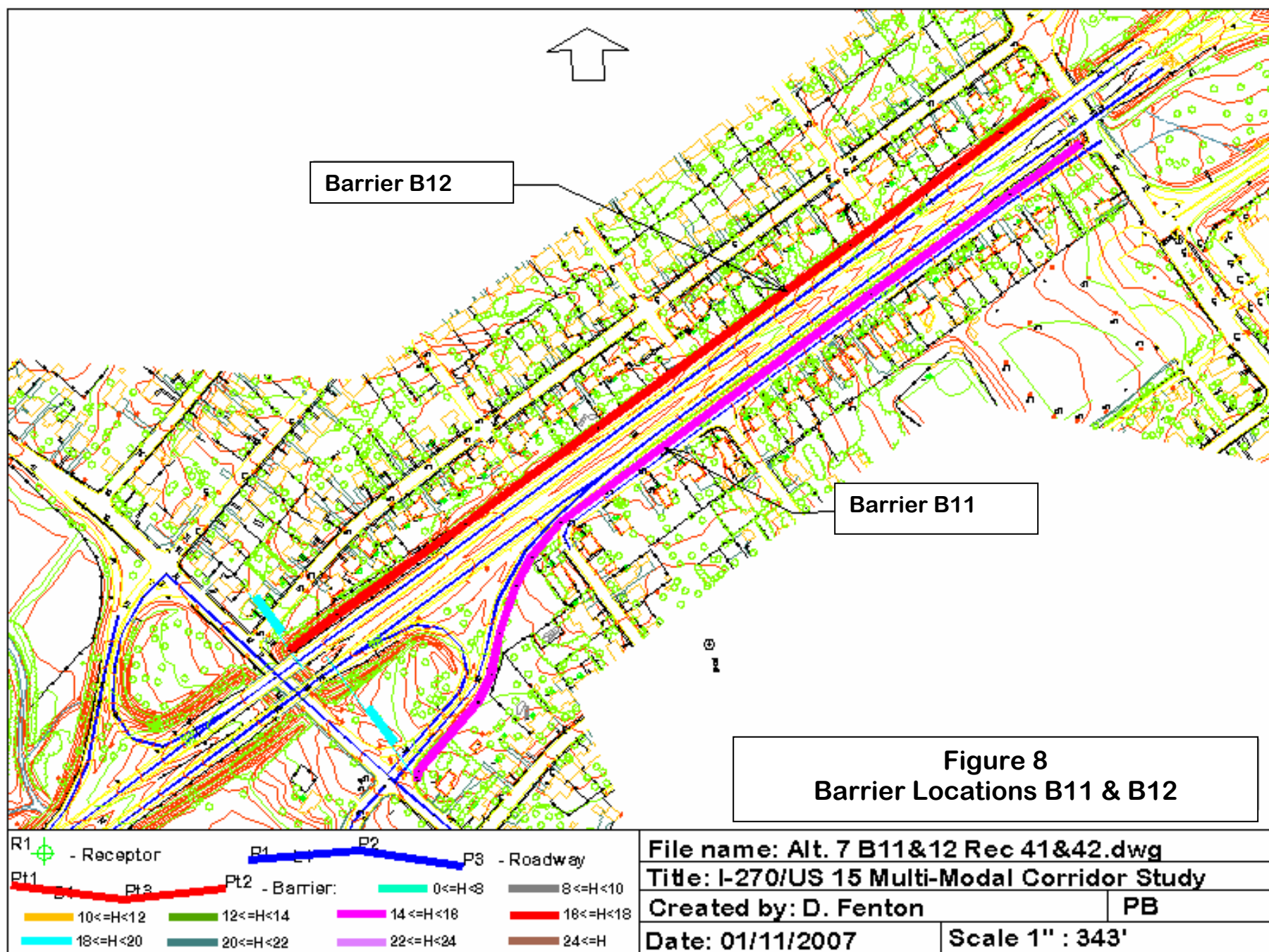
Created by: D. Fenton

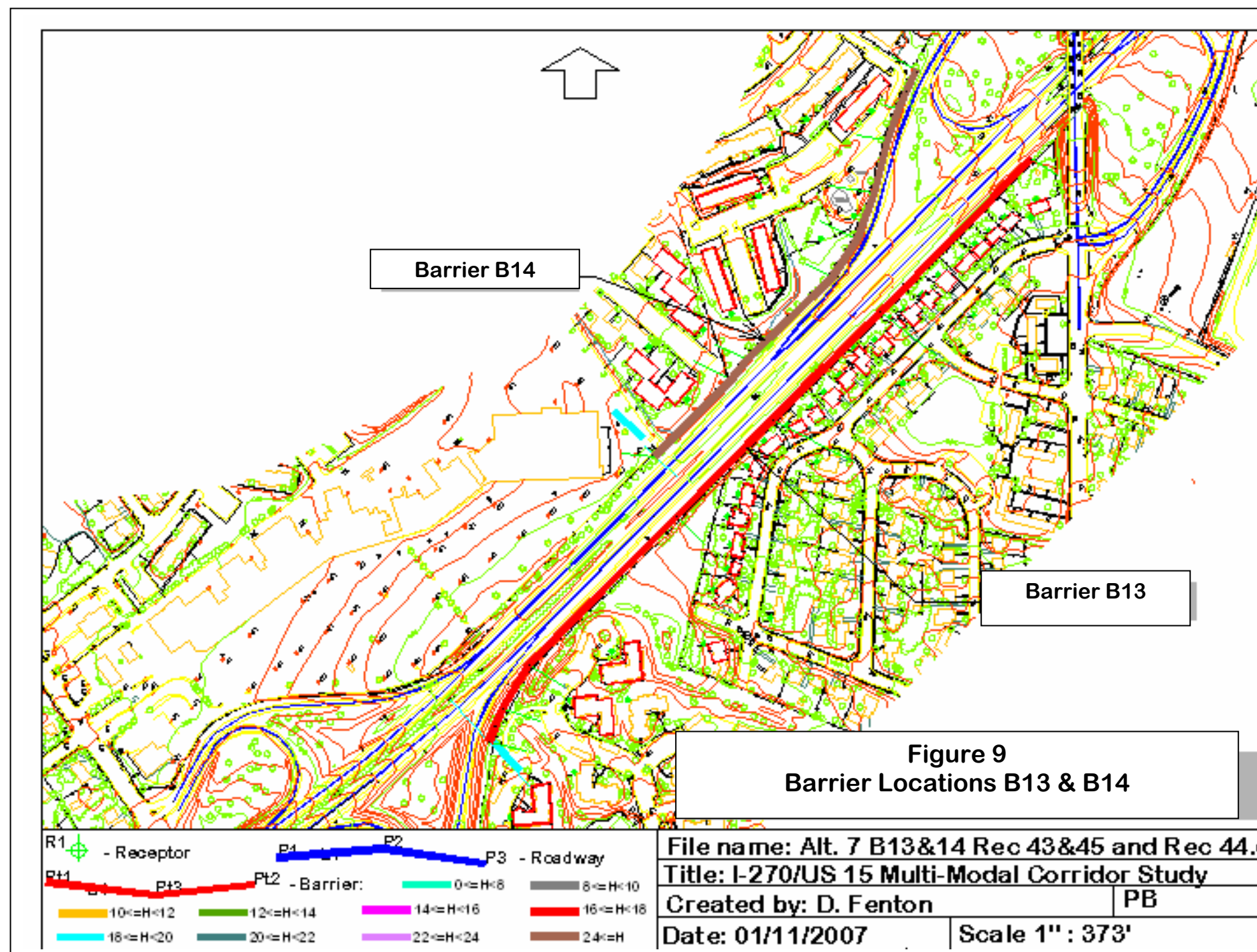
PBQD Inc.

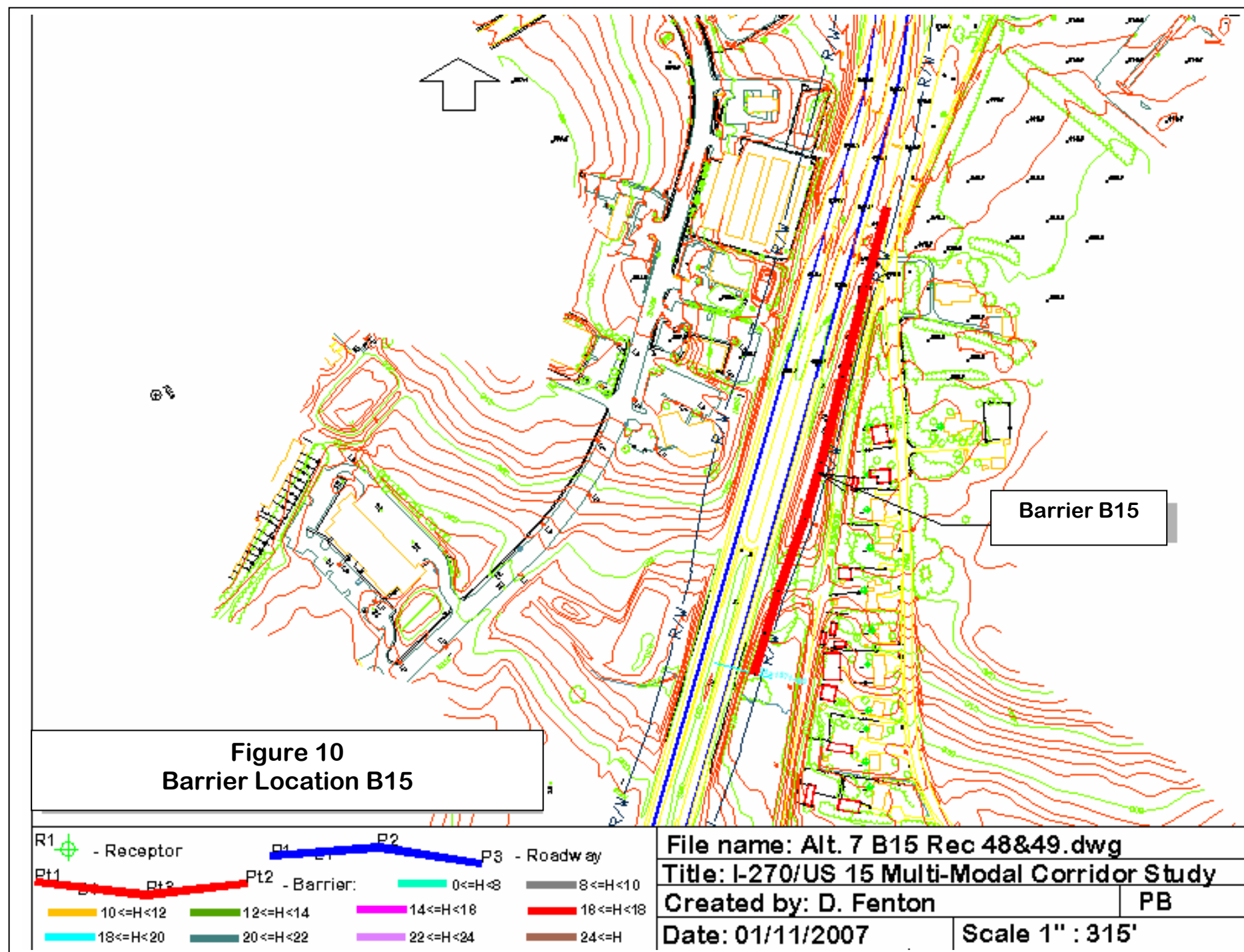
Date: 01/23/2007

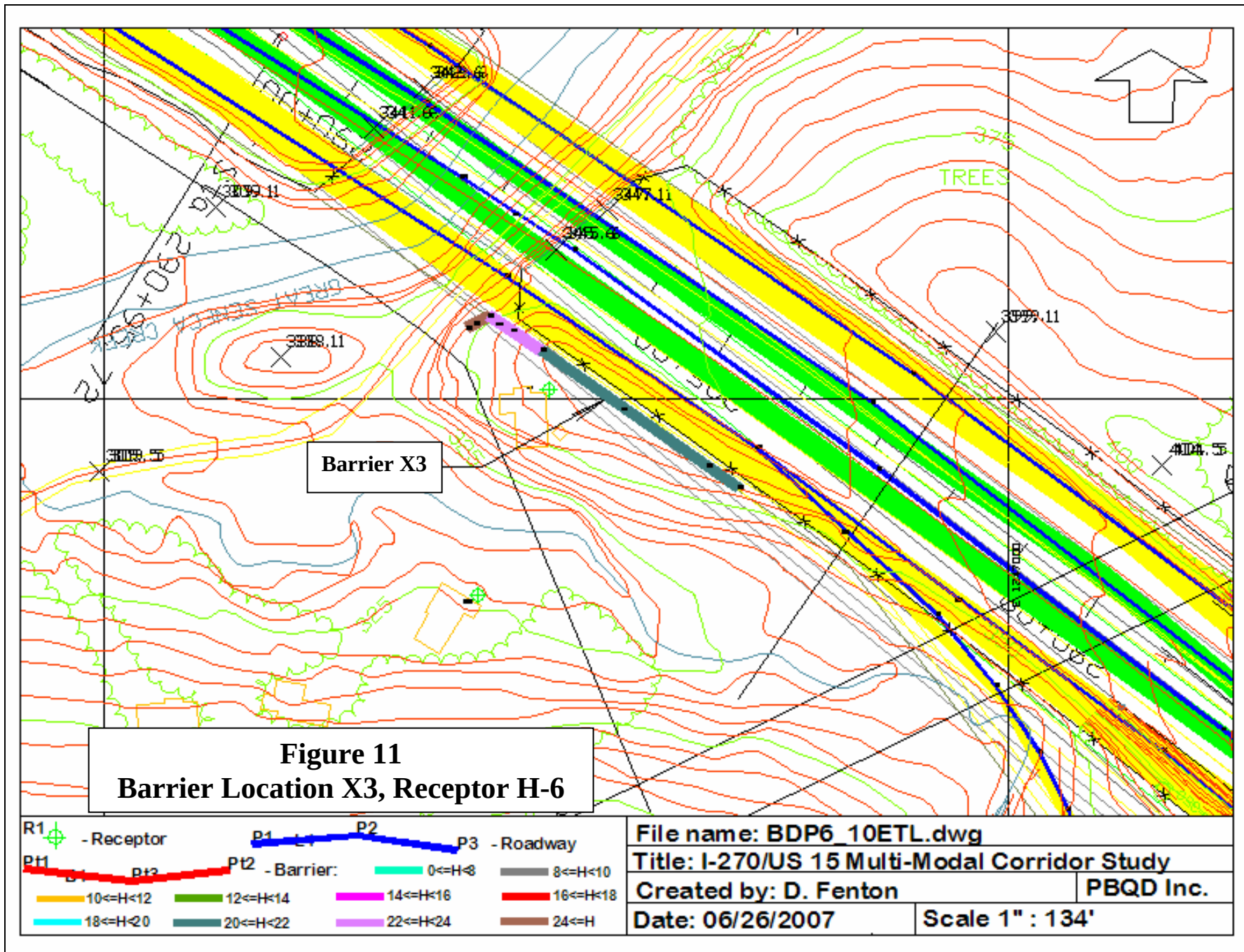
Scale 1" : 403'

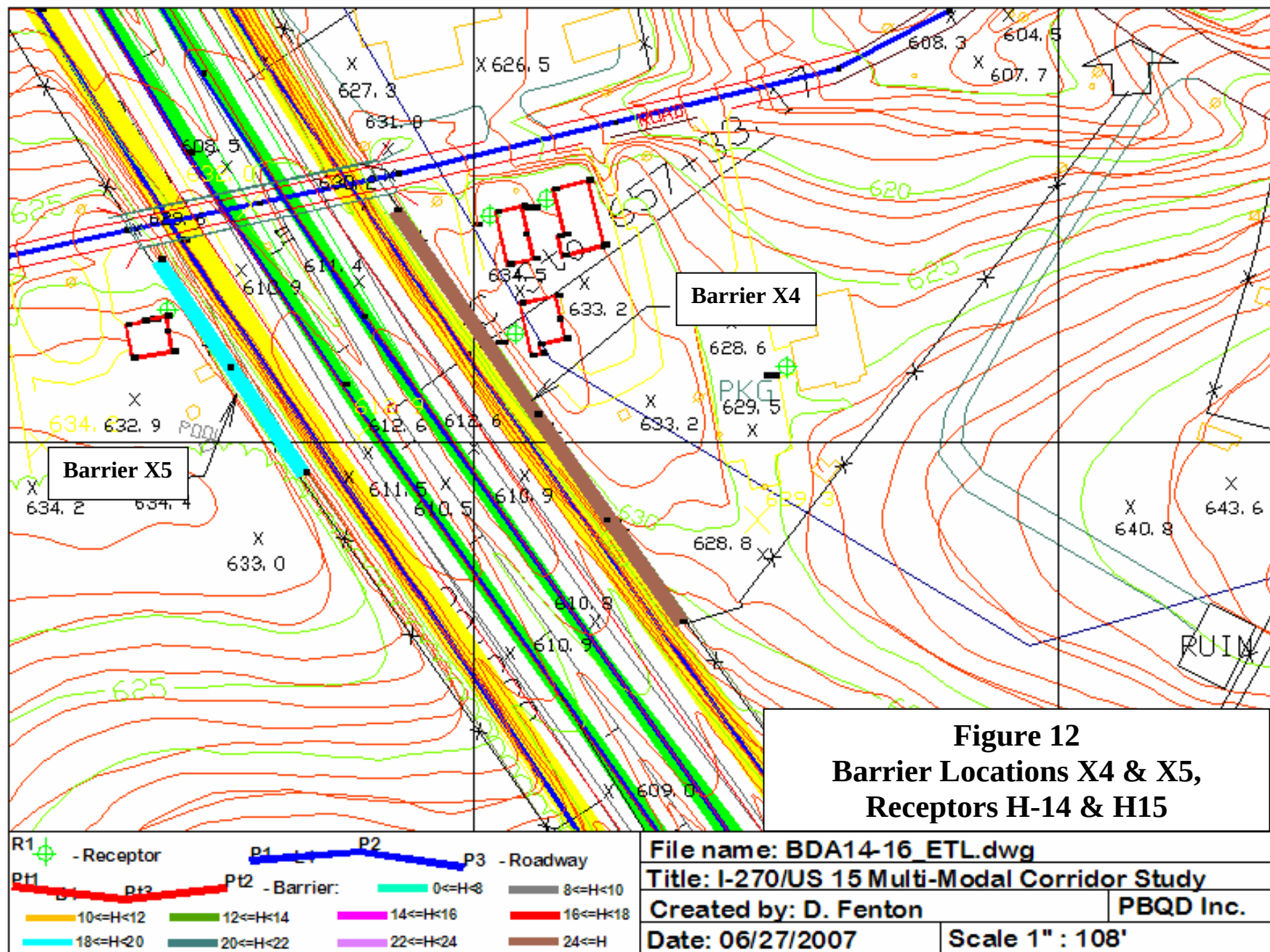


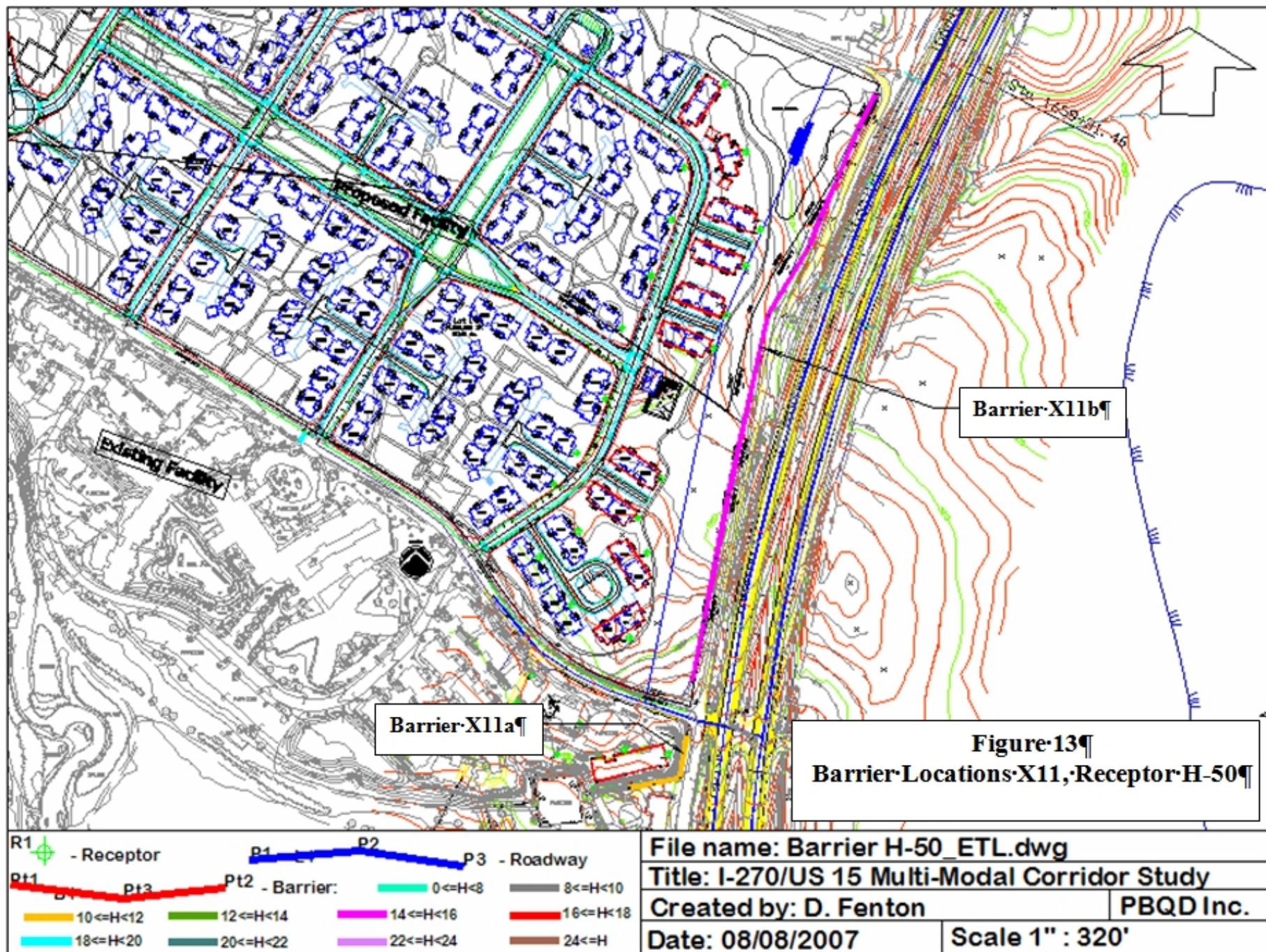






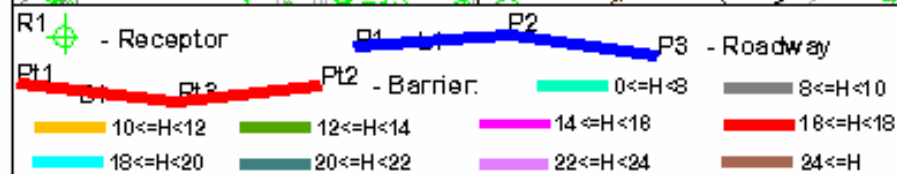
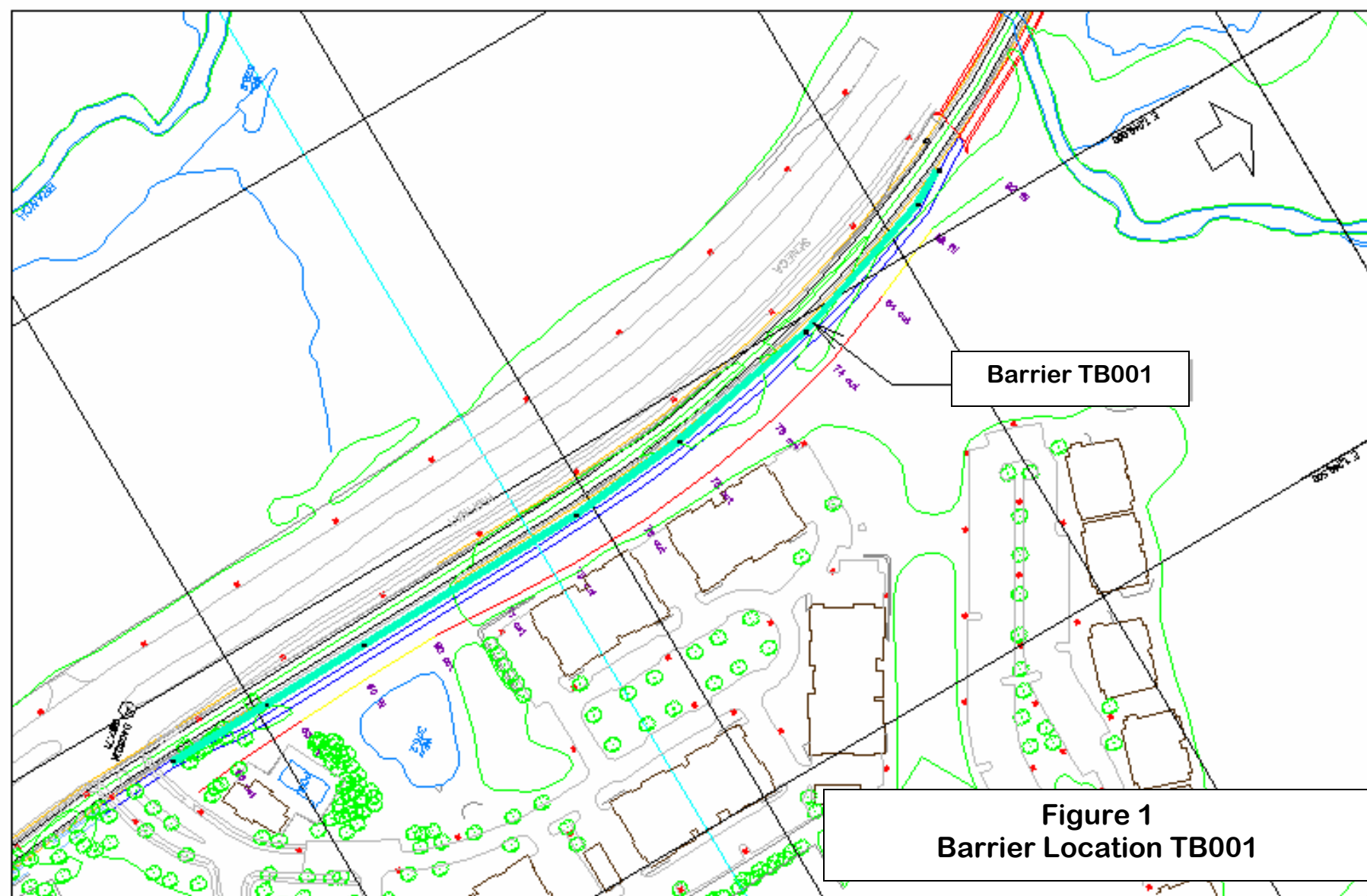






APPENDIX F

**TRANSIT NOISE BARRIER
ILLUSTRATIONS**



File name: LRT Alt. TB001- Rec T-11.dwg	
Title: I-270/US 15 Multi-Modal Corridor Study	
Created by: D. Fenton	PB
Date: 01/18/2007	Scale 1" : 173'

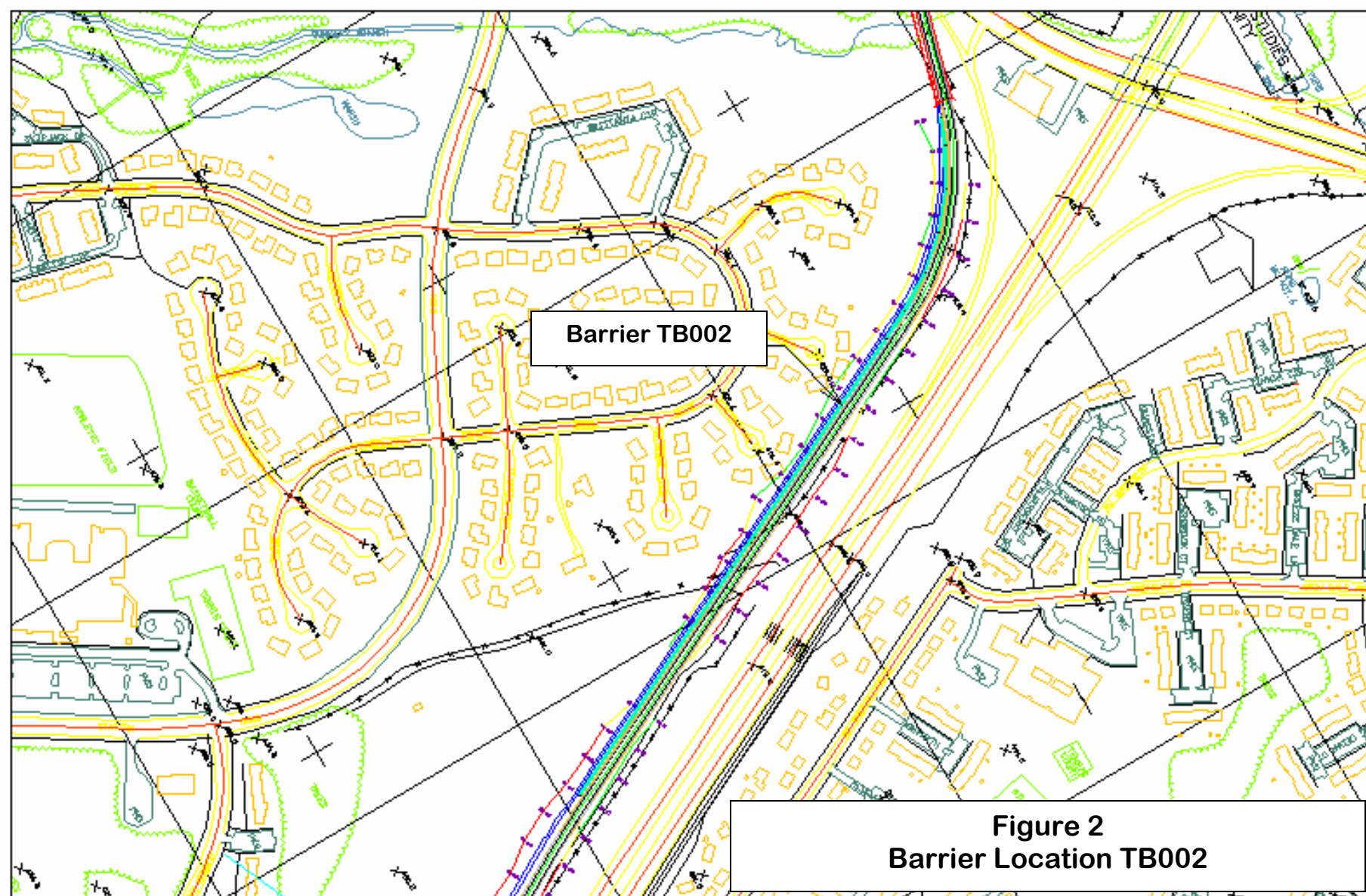
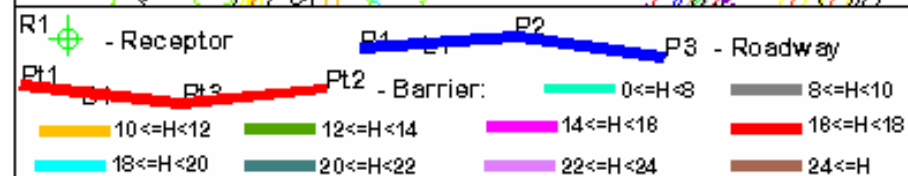


Figure 2
Barrier Location TB002



File name: LRT Alt. TB002- Rec T-18.dwg

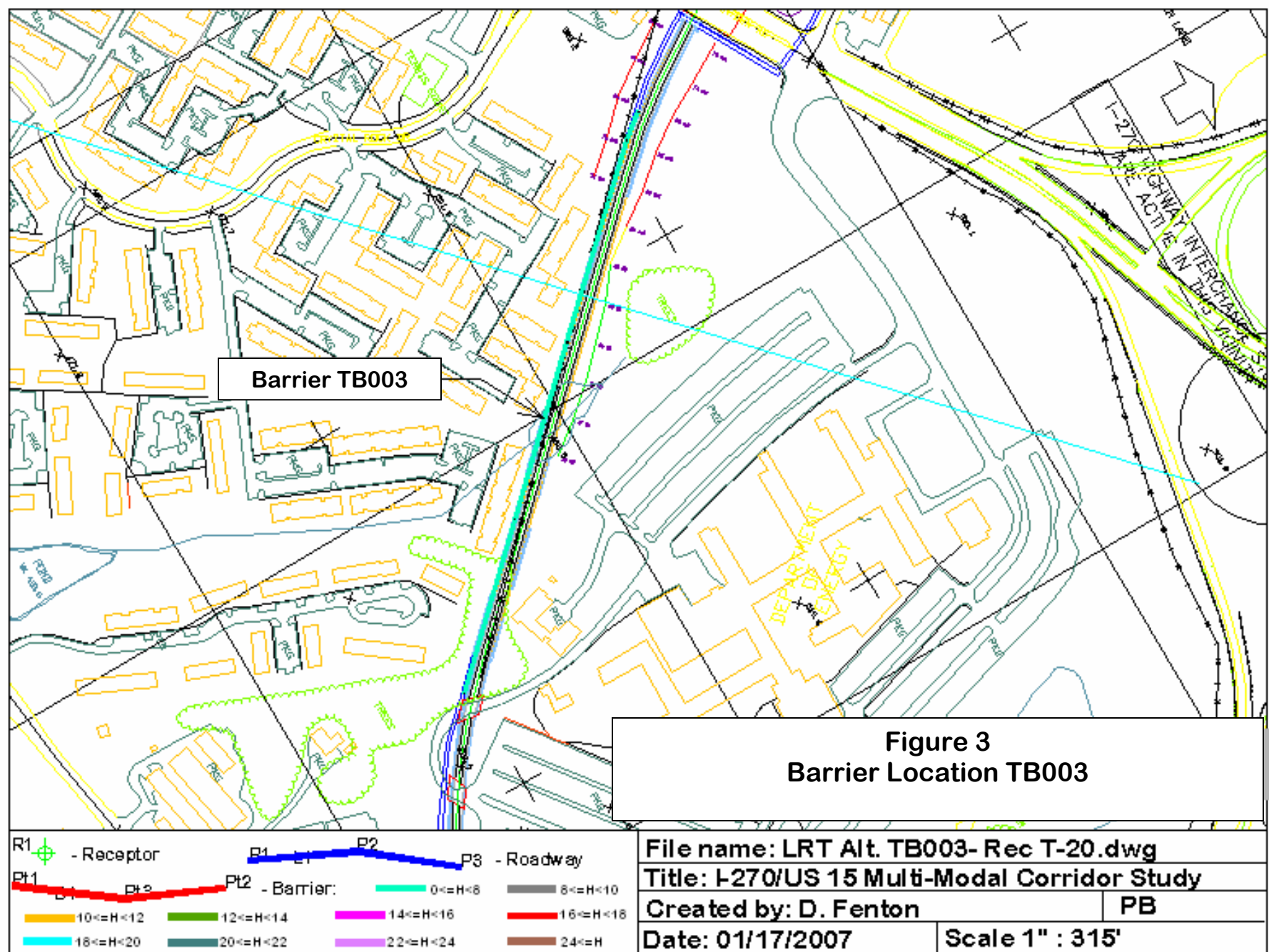
Title: I-270/US 15 Multi-Modal Corridor Study

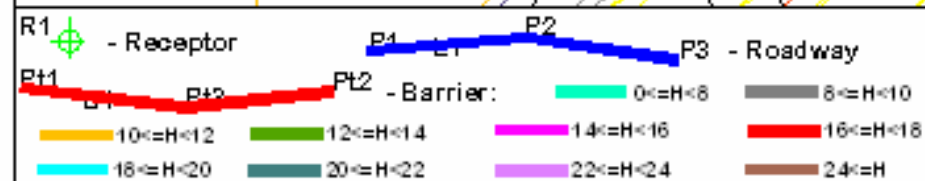
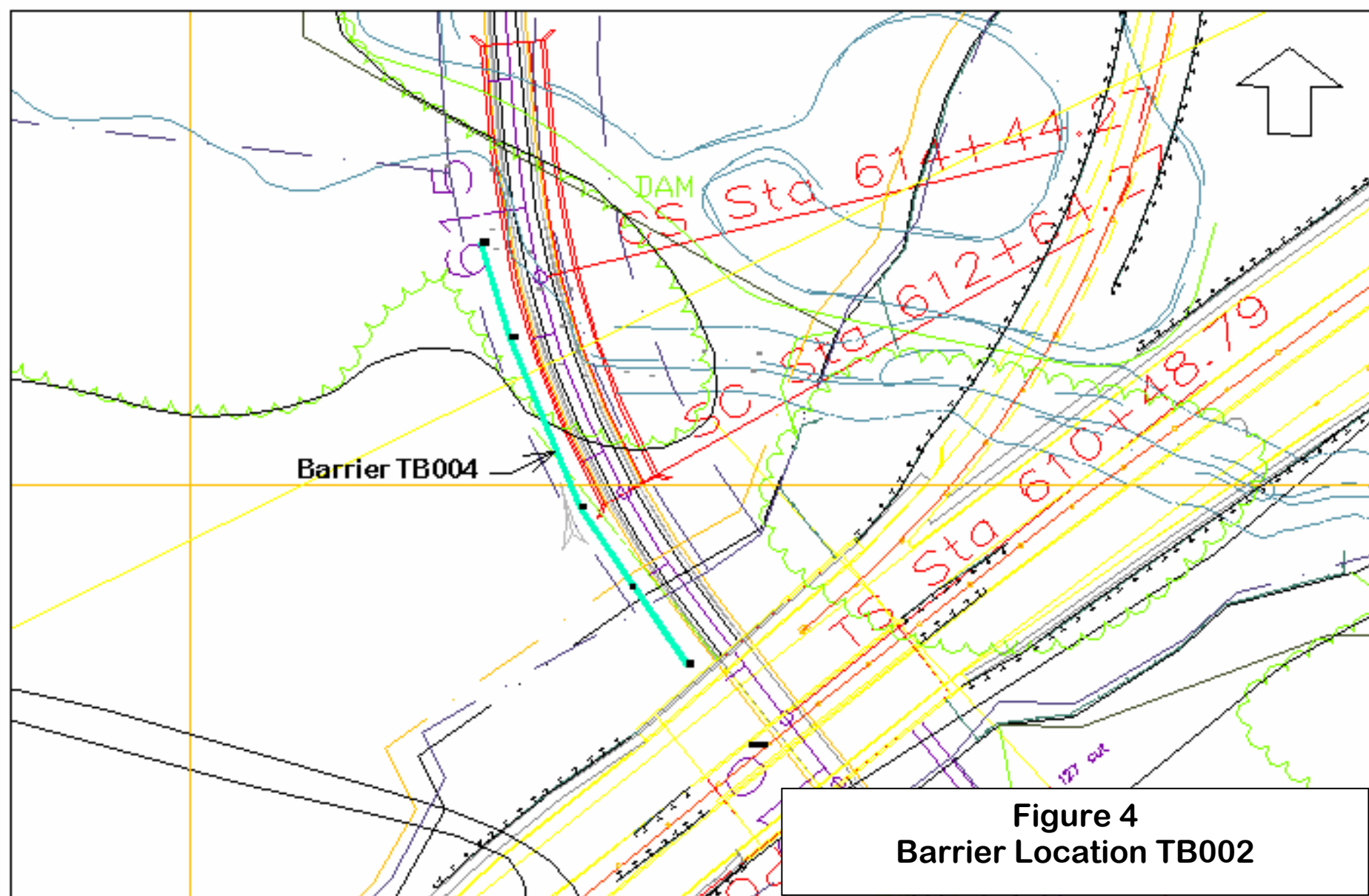
Created by: D. Fenton

PB

Date: 01/17/2007

Scale 1" : 397'





File name: LRT Alt. TB004- Rec T-21.dwg

Title: I-270/US 15 Multi-Modal Corridor Study

Created by: D. Fenton

PBQD Inc.

Date: 03/29/2007

Scale 1" : 106'

APPENDIX G

ALTERNATIVE 6

BARRIER FEASIBILITY + REASONABLENESS EVALUATION

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B1 Alternative 6, Nearest Monitoring Location (H-4 & H-5)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B2 Alternative 6, Nearest Monitoring Location (H-9)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B3 Alternative 6, Nearest Monitoring Location (H-10)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B4 Alternative 6, Nearest Monitoring Location (H-23)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction		X
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors		X
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B5 Alternative 6, Nearest Monitoring Location (H-24)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors		X
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B6 Alternative 6, Nearest Monitoring Location (H-31 & H-32)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors		X
6. Noise barriers will not have significant negative visual impact at impacted receptors	X	
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B7 Alternative 6, Nearest Monitoring Location (H-34)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B8 Alternative 6, Nearest Monitoring Location (H-36)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction		X
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors		X
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B9 Alternative 6, Nearest Monitoring Location (H-37, H-38 & H-39)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B10 Alternative 6, Nearest Monitoring Location (H-38a)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B11 Alternative 6, Nearest Monitoring Location (H-41)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B12 Alternative 6, Nearest Monitoring Location (H-42)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B13 Alternative 6, Nearest Monitoring Location (H-43 & H-45)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B14 Alternative 6, Nearest Monitoring Location (H-44)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors		X
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B15 Alternative 6, Nearest Monitoring Location (H-48 & H-49)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X1 Alternative 6, Nearest Monitoring Location (H-1)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors		X
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X3 Alternative 6, Nearest Monitoring Location (H-6)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X4 Alternative 6, Nearest Monitoring Location (H-14)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction		X
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X5 Alternative 6, Nearest Monitoring Location (H-15)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X11 Alternative 6, Nearest Monitoring Location (H-50)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

APPENDIX H

ALTERNATIVE 7

BARRIER FEASIBILITY + REASONABLENESS EVALUATION

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B1 Alternative 7, Nearest Monitoring Location (H-4 & H-5)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B2 Alternative 7, Nearest Monitoring Location (H-9)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B3 Alternative 7, Nearest Monitoring Location (H-10)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B4 Alternative 7, Nearest Monitoring Location (H-23)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction		X
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B5 Alternative 7, Nearest Monitoring Location (H-24)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B6 Alternative 7, Nearest Monitoring Location (H-31 & H-32)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B7 Alternative 7, Nearest Monitoring Location (H-34)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B8 Alternative 7, Nearest Monitoring Location (H-36)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction		X
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors		X
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B9 Alternative 7, Nearest Monitoring Location (H-37, H-38 & H-39)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B10 Alternative 7, Nearest Monitoring Location (H-38a)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B11 Alternative 7, Nearest Monitoring Location (H-41)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B12 Alternative 7, Nearest Monitoring Location (H-42)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B13 Alternative 7, Nearest Monitoring Location (H-43 & H-45)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B14 Alternative 7, Nearest Monitoring Location (H-44)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action	X	
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA B15 Alternative 7, Nearest Monitoring Location (H-48 & H-49)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited		X
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X3 Alternative 7, Nearest Monitoring Location (H-6)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X4 Alternative 7, Nearest Monitoring Location (H-14)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction		X
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X5 Alternative 7, Nearest Monitoring Location (H-15)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

Criteria for Determining Feasibility and Reasonableness of Noise Abatement

NOISE SENSITIVE AREA X11 Alternative 7, Nearest Monitoring Location (H-50)

<i>FEASIBILITY CRITERIA</i>	YES	NO
1. Noise Levels can be reduced by 7 dBA or more at impacted receptors	X	
2. Placement of a barrier will not restrict pedestrian or vehicular access		X
3. Construction of a barrier will not cause safety or maintenance problems	TBD*	TBD*
4. Noise barrier can be constructed given topography, drainage, utilities, etc.	TBD*	TBD*
5. Noise barrier will not have significant adverse impact on Section 4(f) resource		X
6. There are no non-highway noise sources the would reduce barrier effectiveness		X
<i>REASONABLENESS CRITERIA</i>	YES	NO
1. Majority of impacted receptors will receive a 7 dBA or greater noise reduction	X	
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement	TBD*	TBD*
3. A 3dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action		X
4 The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
5. Noise levels equal or exceed 72 dBA at impacted receptors	X	
6. Noise barriers will not have significant negative visual impact at impacted receptors		X
7. The cost of noise abatement is equal to or less than \$100,000 per residence, impacted and benefited	X	
8. There are special circumstances, i.e. historical/cultural significance at this NSA.		X

* To Be Determined. (TBD)

APPENDIX I
NOISE BARRIER COST AVERAGING

TABLE 22A: SUMMARY OF NOISE ABATEMENT ANALYSIS AT IMPACTED SITES ADJACENT TO HIGHWAY BUILD ALTERNATIVE 6

Barrier #	Nearest Monitoring Receptor Location	(1) Noise Reduction Achieved (dBA)	Barrier Length (Feet)	Starting Alignment Station Numbers	Barrier Height (Feet)	(2) Estimated Barrier Cost (\$)	Number of Properties Protected	Estimated Cost Per Property Protected (\$)	Barrier Effectiveness		FHWA Criteria Satisfied (Yes/No)
									Acoustic ⁽³⁾ (Yes/No)	Cost ⁽⁴⁾ (Yes/No)	
B1	H-4, H-5	15	3328	158+10	20	2,529,280	51	49,590	Yes	Yes	Yes
B2	H-9	15	1693	336+00	14	900,680	24	37,530	Yes	Yes	Yes
B3	H-10	11	1773	342+60	12	808,490	30	26,950	Yes	Yes	Yes
B4	H-23	8	973	1012+10	18	665,530	6	110,920	Yes	No	No
B5	H-24	15	512	1038+15	16	311,300	2	155,650	Yes	No	No
B6	H-31, H-32	15	1814	978+65	18	1,240,780	37	33,530	Yes	Yes	Yes
B7	H-34	12	2712	1373+65	16	1,648,900	25	65,960	Yes	Yes	Yes
B8	H-36	11	1346	1393+00	24	1,227,550	13	94,340	Yes	Yes	Yes
B9 ⁵	H-37, H-38, H-39	15	2685	1414+55	16/18	1,711,370	55	31,120	Yes	Yes	Yes
B10	H-38A	14	2026	1418+45	14	1,077,830	47	22,930	Yes	Yes	Yes
B11	H-41	14	2568	1449+65	14	1,366,180	35	39,030	Yes	Yes	Yes
B12	H-42	14	2537	1448+95	16	1,542,500	34	45,370	Yes	Yes	Yes
B13	H-43, H-45	15	2425	1494+25	16	1,47400	31	47,560	Yes	Yes	Yes
B14	H-44	9	1448	1484+65	26	1,430,625	29	49,330	Yes	Yes	Yes
B15	H-48, H-49	11	1224	1571+90	16	744,190	5	148,840	Yes	No	No
X1	H-1	8	3303	121+00	Varies 16-24	332,840	3	110,950	Yes	No	No
X2	H-3	5	523	151+70	18/6	366,970	0	366,970	No	No	No
X3	H-6	15	363	284+00	14	193,120	1	193,120	Yes	No	No
X4	H-14	14	428	654+45	24	390,340	4	97,590	Yes	Yes	Yes
X5	H-15	9	220	657+25	18	150,480	1	150,480	Yes	No	No
X6	H-19	3	1000	701+65	30	1,140,000	0	1,140,000	No	No	No
X7	H-33	12	460	1036+75	18	314,640	1	314,640	Yes	No	No
X8	H-40	8	1371	1439+90	24	1,251,000	10	125,100	Yes	No	No
X9	H-46 & H-47	10	1749	1516+85	20/14	1,072,050	11	97,460	Yes	Yes	Yes
X10	H-51	8	964	1630+60	24	879,170	2	439,590	Yes	No	No
X11 ⁶	H-50	12	1817	1639+40	10/14	929,860	33	28,180	Yes	Yes	Yes

1. Insertion loss shown is maximum value at the most protected property.
2. Estimated cost of the barriers is based on averaged cost of \$38.00 per square foot, as recommended by SHA in 2006 dollars.
3. Acoustic effectiveness of a barrier was judged by satisfying the required insertion loss necessary to reduce future road traffic noise levels by at least 5 dBA.
4. Cost effectiveness was based on barrier cost of a maximum of \$100,000 per benefiting property.
5. Barrier B9 is composed of two separate barrier segments consisting of one wall segment 16 feet in height and 1647 feet in length and another barrier segment 18 feet in height and 1038 feet in length.
6. Barrier X11 is composed of two separate barrier segments consisting of one wall segment 10 feet in height and 242 feet in length and another barrier segment 14 feet in height and 1575 feet in length

TABLE 22B: SOUND BARRIER COST AVERAGING FOR SITES ADJACENT TO HIGHWAY BUILD ALTERNATIVE 6

Barrier Number	Number of Benefited Dwelling	Estimated Barrier Cost (Dollars)	Estimated Average Cost Per Benefited Dwelling (Dollars)
B1	51	2,529,280	49,590
B2	24	900,680	37,530
B3	30	808,490	26,950
B4	6	665,530	110,920
B5	2	311,300	155,650
B6	37	1,240,780	33,530
B7	25	1,648,900	65,960
B8	13	1,227,550	94,340
B9	55	1,711,370	45,040
B10	47	1,077,830	22,930
B11	35	1,366,180	39,030
B12	34	1,542,500	45,370
B13	31	1,474,400	47,560
B14	29	1,430,620	49,330
B15	5	744,190	148,840
X1	3	332,840	110,950
X3	1	193,120	193,120
X4	4	390,340	97,590
X5	1	150,480	150,480
X8	10	1,251,000	125,100
X9	11	1,072,050	97,460
X11	33	929,860	28,180
Corridor Wide Totals¹	487	\$22,999,290	\$47,225

¹ All noise barriers presented in the above table satisfy SHA acoustic effectiveness requirements. In addition, the cost/residence for the noise barriers B1, B2, B3, B6, B7, B8, B9, B10, B11, B12, B13, B14, X4, X9 and X11 are less than the State's maximum limit of \$100,000 per benefiting dwelling satisfying SHA feasibility and reasonableness criteria and are therefore recommended for construction. Furthermore, noise barriers B4, B5, B15, X1, X3, X5 and X8 are within the second tier \$100,000 to \$200,000 cost range (per benefiting dwelling) range which under SHA guidelines allows for inclusion into corridor wide averaging and recommendation for mitigation consideration. In summary, within the entire study area boundaries, nineteen noise barriers were identified to satisfy SHA noise abatement requirements, with 487 benefiting dwellings identified at average cost of approximately \$47,225 per dwelling.

TABLE 22C: SUMMARY OF NOISE ABATEMENT ANALYSIS AT IMPACTED SITES ADJACENT TO HIGHWAY BUILD ALTERNATIVE 7⁷

Barrier #	Nearest Monitoring Receptor Location	Achieved ⁽¹⁾ Noise Reduction (dBA)	Barrier Length (Feet)	Starting Alignment Station Numbers	Barrier Height (Feet)	Estimated ⁽²⁾ Barrier Cost (\$)	Number of Properties Protected	Estimated Cost Per Property Protected (\$)	Barrier Effectiveness		FHWA Criteria Satisfied (Yes/No)
									Acoustic ⁽³⁾ (Yes/No)	Cost ⁽⁴⁾ (Yes/No)	
B1	H-4, H-5	15	3328	158+10	16	2,023,420	46	43,990	Yes	Yes	Yes
B2	H-9	15	1693	336+00	14	900,680	25	36,030	Yes	Yes	Yes
B3	H-10	11	1773	342+60	12	808,488	30	26,950	Yes	Yes	Yes
B4	H-23	8	973	1012+10	18	665,530	7	95,080	Yes	Yes	Yes
B5	H-24	15	512	1038+15	20	389,120	2	194,560	Yes	No	No
B6	H-31, H-32	15	1814	978+65	18	1,240,775	37	33,535	Yes	Yes	Yes
B7	H-34	12	2712	1373+65	16	1,648,900	26	63,420	Yes	Yes	Yes
B8	H-36	11	1346	1393+00	24	1,227,550	13	94,340	Yes	Yes	Yes
B9 ⁵	H-37, H-38, H-39	15	2685	1414+55	16/18	1,711,370	55	31,120	Yes	Yes	Yes
B10	H-38A	14	2026	1418+45	14	1,077,830	47	22,930	Yes	Yes	Yes
B11	H-41	14	2568	1449+65	14	1,366,175	35	39,035	Yes	Yes	Yes
B12	H-42	14	2537	1448+95	16	1,542,500	34	45,370	Yes	Yes	Yes
B13	H-43, H-45	15	2425	1494+25	16	1,474,400	31	47,561	Yes	Yes	Yes
B14	H-44	11	1448	1484+65	26	1,430,625	29	49,330	Yes	Yes	Yes
B15	H-48, H-49	11	1224	1571+90	16	744,190	5	148,840	Yes	No	No
X2	H-3	5	523	151+70	18/6	366,970	0	366,970	No	No	No
X3	H-6	15	363	284+00	14	193,120	1	193,120	Yes	No	No
X4	H-14	14	428	654+45	24	390,340	4	97,590	Yes	Yes	Yes
X5	H-15	9	220	657+25	18	150,480	1	150,480	Yes	No	No
X6	H-19	3	1000	701+65	30	1,140,000	0	1,140,000	No	No	No
X7	H-33	12	460	1036+75	18	314,640	1	314,640	Yes	No	No
X8	H-40	8	1371	1439+90	24	1,251,000	10	125,100	Yes	No	No
X9	H-46 & H-47	10	1749	1516+85	20/14	1,072,050	11	97,460	Yes	Yes	Yes
X10	H-51	8	964	1630+60	24	879,170	2	439,590	Yes	No	No
X11 ⁶	H-50	12	1817	1639+40	10/14	929,860	33	28,180	Yes	Yes	Yes

1. Insertion loss shown is maximum value at the most protected property.
2. Estimated cost of the barriers is based on averaged cost of \$38.00 per square foot, as recommended by SHA in 2006 dollars.
3. Acoustic effectiveness of a barrier was judged by satisfying the required insertion loss necessary to reduce future road traffic noise levels by at least 5 dBA.
4. Cost effectiveness was based on barrier cost of a maximum of \$100,000 per benefiting property.
5. Barrier B9 is composed of two separate barrier segments consisting of one wall segment 16 feet in height and 1647 feet in length and another barrier segment 18 feet in height and 1,038 feet in length.
6. Barrier X11 is composed of two separate barrier segments consisting of one wall segment 10 feet in height and 242 feet in length and another barrier segment 14 feet in height and 1575 feet in length.
7. Noise barrier X1 is not shown in the above table because there are no impacts predicted at this location under the Alternative 7 build design.

TABLE 22D: SOUND BARRIER COST AVERAGING FOR SITES ADJACENT TO HIGHWAY BUILD ALTERNATIVE 7

Barrier Number	Number of Benefited Dwelling	Estimated Barrier Cost (Dollars)	Estimated Cost Per Benefited Dwelling (Dollars)
B1	46	2,023,420	43,990
B2	25	900,680	36,030
B3	30	808,490	26,950
B4	7	665,530	95,080
B5	2	389,120	194,560
B6	37	1,240,780	33,530
B7	26	1,648,900	63,420
B8	13	1,227,550	94,430
B9	55	1,711,370	45,040
B10	35	1,366,180	39,030
B11	35	1,366,180	39,030
B12	34	1,542,500	45,370
B13	31	1,474,400	47,560
B14	29	1,430,620	49,330
B15	5	744,190	148,840
X3	1	193,120	193,120
X4	4	390,340	97,590
X5	1	150,480	150,480
X8	10	1,251,000	125,100
X9	11	1,072,050	97,460
X11	33	929,860	28,180
Corridor Wide Totals¹	470	\$22,526,760	\$47,930

¹ All noise barriers presented in the above table satisfy SHA acoustic effectiveness requirements. In addition, the cost/residence for the noise barriers B1, B2, B3, B4, B6, B7, B8, B9, B10, B11, B12, B13, B14, X4, X9 and X11 are less than the State's maximum limit of \$100,000 per benefiting dwelling satisfying SHA feasibility and reasonableness criteria and are therefore recommended for construction. Furthermore, noise barriers B5, B15, X3, X5 and X8 are within the second tier \$100,000 to \$200,000 cost range (per benefiting dwelling) range which under SHA guidelines allows for inclusion into corridor wide averaging and recommendation for mitigation consideration. In summary, within the entire study area boundaries, nineteen noise barriers were identified to satisfy SHA noise abatement requirements, with 470 benefiting dwellings identified at average cost of approximately \$47,930 per dwelling. Noise barrier X1 is not shown in the above table because there are no impacts predicted at this location under the Alternative 7 build design.

APPENDIX J

VIBRATION CALCULATIONS

Table 1
LRT Vibration Calculations at Noise Monitoring Sites

Receptor	Distance to Track	Speed	Elevation	VdB	Adjustments (VdB)		VdB	Impact(>=72 VdB)
	(Feet)	(mph)	Grade/Aerial	(at 50 mph)	Speed	Aerial	(in/sec)	Yes/No
T-1	70	23.2	Grade	71	-6.67	0	64	No
T-2	70	23.2	Grade	71	-6.67	0	64	No
T-3	90	23.2	Aerial	68	-6.67	-10	51	No
T-4	80	26.6	Grade	69	-5.48	0	64	No
T-5	170	26.6	Grade	62.5	-5.48	0	57	No
T-6	130	15.4	Grade	65	-10.23	0	55	No
T-7	210	38.9	Grade	60	-2.18	0	58	No
T-8	230	29.5	Grade	58	-4.58	0	53	No
T-9	110	37.7	Grade	67	-2.45	0	65	No
T-10	210	37.7	Grade	60	-2.45	0	58	No
T-11	70	40	Grade	71	-1.94	0	69	No
T-12	90	31.8	Grade	68	-3.93	0	64	No
T-13	135	32.2	Grade	58.5	-3.82	0	55	No
T-14	85	27.3	Grade	68.5	-5.26	0	63	No
T-15	40	33.2	Grade	74.8	-3.56	0	71	No
T-16	160	33.2	Aerial	63	-3.56	-10	49	No
T-17	340	47.1	Grade	55	-0.52	0	54	No
T-18	55	35	Grade	72.5	-3.10	0	69	No
T-19	270	35	Grade	57.5	-3.10	0	54	No
T-20	90	30.6	Grade	68	-4.26	0	64	No
T-21	50	28.1	Aerial	73	-5.01	-10	58	No
T-22	90	28.1	Grade	68	-5.01	0	63	No
T-23	110	13.4	Grade	67	-11.44	0	56	No
T-24	135	23.2	Grade	58.5	-6.67	0	52	No
T-25	100	28.1	Grade	67.5	-5.01	0	62	No

Category 2 (residences and buildings where people normally sleep) noise criteria = 72 VdB for frequent events..

Frequent events are defined as more than 70 vibration events per day.

Table 2
BRT Vibration Calculations at Noise Monitoring Sites

Receptor	Distance to Track	Speed	Elevation	VdB	Adjustments (VdB)		VdB	Impact(>=72 VdB)
	(Feet)	(mph)	Grade/Aerial	(at 30 mph)	Speed	Elevation	(in/sec)	Yes/No
T-1	70	21.4	Grade	60	-2.93	0	57	No
T-2	70	21.4	Grade	60	-2.93	0	57	No
T-3	90	19.9	Aerial	57.5	-3.57	-10	44	No
T-4	80	22.5	Grade	59	-2.50	0	57	No
T-5	170	22.5	Grade	52	-2.50	0	50	No
T-6	130	16.6	Grade	54	-5.14	0	49	No
T-7	210	34.2	Grade	50	1.14	0	51	No
T-8	230	26.8	Grade	50	-0.98	0	49	No
T-9	110	36.7	Grade	56.5	1.75	0	58	No
T-10	210	36.7	Grade	50	1.75	0	52	No
T-11	70	40	Grade	60	2.50	0	62	No
T-12	90	30.7	Grade	57.5	0.20	0	58	No
T-13	135	30.1	Grade	53.5	0.03	0	54	No
T-14	85	26.4	Grade	58.5	-1.11	0	57	No
T-15	40	32.4	Grade	65.1	0.67	0	66	No
T-16	160	32.4	Aerial	52	0.67	-10	43	No
T-17	340	46.8	Grade	50	3.86	0	54	No
T-18	55	35	Grade	62	1.34	0	63	No
T-19	270	35	Grade	50	1.34	0	51	No
T-20	90	38.4	Grade	57.5	2.14	0	60	No
T-21	50	27.5	Aerial	62.5	-0.76	-10	52	No
T-22	90	27.5	Grade	57.5	-0.76	0	57	No
T-23	110	20	Grade	56.5	-3.52	0	53	No
T-24	135	19.9	Grade	53.5	-3.57	0	50	No
T-25	100	27.4	Grade	57	-0.79	0	56	No

Category 2 (residences and buildings where people normally sleep) noise criteria = 72 VdB for frequent events..

Frequent events are defined as more than 70 vibration events per day.

APPENDIX K

EXISTING CONDITION TRAFFIC VOLUMES AND SPEEDS INPUT TO TNM 2.5 TRAFFIC NOISE MODEL

pb
df

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa1_5

Existing AM Receptors H-1 to H-5

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; ND SVC RD		PT1	1	766	55	15	55	32	55
		PT2	2	766	55	15	55	32	55
		PT3	3						
ROADWAY 2 ; NB SVC RD		PT1	4	1309	55	25	55	54	55
		PT2	5						
ROADWAY 3 ; NB ON RAMP		PT1	6	544	30	10	30	23	30
		PT2	7	544	30	10	30	23	30
		PT3	8	544	30	10	30	23	30
		PT4	9	544	30	10	30	23	30
		PT5	10	544	30	10	30	23	30
		PT6	11						
ROADWAY 4 ; NB 270		PT1	12	2425	57	46	57	101	57
		PT2	13	2425	57	46	57	101	57
		PT3	14	2425	57	46	57	101	57
		PT4	15	2425	57	46	57	101	57
		PT5	16						
ROADWAY 5 ; OFF TO SVC RD		PT1	17	812	55	16	55	34	55
		PT2	18	812	55	16	55	34	55
		PT3	19	812	55	16	55	34	55
		PT4	20						
ROADWAY 6 ; SB 270		PT1	21	7384	58	141	58	305	58
		PT2	22	7384	58	141	58	305	58
		PT3	23						
ROADWAY 7 ; SB 270		PT1	24	5801	55	111	55	240	55

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	PT2	25	5801	55	111	55	240	55
	PT3	26						
ROADWAY 8 ; SB OFF RAMP	PT1	27	3868	55	74	55	160	55
	PT2	28	3868	55	74	55	160	55
	PT3	29	3868	55	74	55	160	55
	PT4	30						
ROADWAY 9 ; OFF TO SAM EIG EB	PT1	31	2705	30	52	30	111	30
	PT2	32	2705	30	52	30	111	30
	PT3	33						
ROADWAY 10 ; OFF TO SAM EIG WB	PT1	34	1164	30	22	30	48	30
	PT2	35	1164	30	22	30	48	30
	PT3	36	1164	30	22	30	48	30
	PT4	37	1164	30	22	30	48	30
	PT5	38	1164	30	22	30	48	30
	PT6	39						
ROADWAY 11 ; SB ON RAMP	PT1	40	2286	30	44	30	94	30
	PT2	41	2286	30	44	30	94	30
	PT3	42	2286	30	44	30	94	30
	PT4	43	2286	30	44	30	94	30
	PT5	44	2286	30	44	30	94	30
	PT6	45						
ROADWAY 12 ; NB SERVICE RD	PT1	46	496	55	9	55	20	55
	PT2	47						
ROADWAY 13 ; NB SERVICE RD	PT1	48	496	55	9	55	20	55
	PT2	49	496	55	9	55	20	55
	PT3	50	496	55	9	55	20	55
	PT4	51	496	55	9	55	20	55
	PT5	52	496	55	9	55	20	55
	PT6	53	496	55	9	55	20	55
	PT7	54						
ROADWAY 14 ; BN 270	PT1	55	2424	57	46	57	100	57
	PT2	56	2424	57	46	57	100	57
	PT3	57	2424	57	46	57	100	57
	PT4	58	2424	57	46	57	100	57
	PT5	59	2424	57	46	57	100	57
	PT6	60	2424	57	46	57	100	57
	PT7	61	2424	57	46	57	100	57
	PT8	62						

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ROADWAY 15 ; NB 270		PT1	63	3238	55	62	55	134	55
		PT2	64						
ROADWAY 16 ; NB 270		PT1	65	3238	57	62	57	134	57
		PT2	66	3238	57	62	57	134	57
		PT3	67	3238	57	62	57	134	57
		PT4	68	3238	57	62	57	134	57
		PT5	69						
ROADWAY 17 ; NB HOV		PT1	70	1	57	1	57	1	57
		PT2	71	1	57	1	57	1	57
		PT3	72	1	57	1	57	1	57
		PT4	73	1	57	1	57	1	57
		PT5	74	1	57	1	57	1	57
		PT6	75	1	57	1	57	1	57
		PT7	76						
ROADWAY 18 ; NB HOV		PT1	77	1	57	1	57	1	57
		PT2	78						
ROADWAY 19 ; NB HOV		PT1	79	1	57	1	57	1	57
		PT2	80	1	57	1	57	1	57
		PT3	81	1	57	1	57	1	57
		PT4	82	1	57	1	57	1	57
		PT5	83	1	57	1	57	1	57
		PT6	84	1	57	1	57	1	57
		PT7	85	1	57	1	57	1	57
		PT8	86						
ROADWAY 20 ; SB 270		PT1	87	9670	55	185	55	399	55
		PT2	88	9670	55	185	55	399	55
		PT3	89	9670	55	185	55	399	55
		PT4	90						
ROADWAY 21 ; SB 270		PT1	91	9670	55	185	55	399	55
		PT2	92						
ROADWAY 22 ; SB 270		PT1	93	9670	55	185	55	399	55
		PT2	94	9670	55	185	55	399	55
		PT3	95						
ROADWAY 23 ; MUDDY BRANCH NB		PT1	96	1	30	1	30	1	30
		PT2	97	1	30	1	30	1	30
		PT3	98	1	30	1	30	1	30
		PT4	99						
ROADWAY 24 ; MUDDY BRANCH NB (Bridge)		PT1	100	1	30	1	30	1	30

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		PT2	101	1	30	1	30	1	30
		PT3	102						
ROADWAY 25 ; MUDDY BRANCH NB		PT1	103	1	30	1	30	1	30
		PT2	104	1	30	1	30	1	30
		PT3	105	1	30	1	30	1	30
		PT4	106						
ROADWAY 26 ; MUDDY BRANCH SB		PT1	107	1	30	1	30	1	30
		PT2	108	1	30	1	30	1	30
		PT3	109	1	30	1	30	1	30
		PT4	110						
ROADWAY 27 ; MUDDY BRANCH SB (Bridge)		PT1	111	1	30	1	30	1	30
		PT2	112	1	30	1	30	1	30
		PT3	113						
ROADWAY 28 ; MUDDY BRANCH SB		PT1	114	1	30	1	30	1	30
		PT2	115	1	30	1	30	1	30
		PT3	116	1	30	1	30	1	30
		PT4	117						
ROADWAY 29 ; SVC RD NB		PT1	118	1311	55	25	55	54	55
		PT2	119	1311	55	25	55	54	55
		PT3	120	1311	55	25	55	54	55
		PT4	121						
ROADWAY 30 ; NB SVC RD		PT1	122	496	55	9	55	20	55
		PT2	123						
ROADWAY 31 ; NB 270		PT1	124	3238	57	62	57	134	57
		PT2	125						
ROADWAY 32 ; SVC RD-MAINLINE NB		PT1	126	815	55	16	55	33	55
		PT2	127						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa6_10

Existing AM Receptors H-6 to H-10

Roadway	Points								
Name	Name	No.	Segment						
			Autos			MTrucks		HTrucks	
			V	S		V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB	PT1	1	3095	55		59	55	128	55
	PT2	2	3095	55		59	55	128	55
	PT3	3	3095	55		59	55	128	55
	PT4	4	3095	55		59	55	128	55
	PT5	5	3095	55		59	55	128	55
	PT6	6	3095	55		59	55	128	55
	PT7	7	3095	55		59	55	128	55
	PT8	8	3095	55		59	55	128	55
	PT9	9	3095	55		59	55	128	55
	PT10	10	3095	55		59	55	128	55
	PT11	11	3095	55		59	55	128	55
	PT12	12	3095	55		59	55	128	55
	PT13	13							
ROADWAY 2 ; 270 NB	PT1	14	2111	55		107	55	118	55
	PT2	15	2111	55		107	55	118	55
	PT3	16	2111	55		107	55	118	55
	PT4	17							
ROADWAY 3 ; NB OFF TO EB	PT1	18	307	30		6	30	13	30
	PT2	19	307	30		6	30	13	30
	PT3	20	307	30		6	30	13	30
	PT4	21	307	30		6	30	13	30
	PT5	22	307	30		6	30	13	30
	PT6	23	307	30		6	30	13	30
	PT7	24	307	30		6	30	13	30
	PT8	25							
ROADWAY 4 ; OFF TO WB	PT1	26	585	30		11	30	24	30
	PT2	27	585	30		11	30	24	30
	PT3	28	585	30		11	30	24	30

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	PT4	29	585	30	11	30	24	30
	PT5	30	585	30	11	30	24	30
	PT6	31	585	30	11	30	24	30
	PT7	32	585	30	11	30	24	30
	PT8	33	585	30	11	30	24	30
	PT9	34	585	30	11	30	24	30
	PT10	35	585	30	11	30	24	30
	PT11	36						
ROADWAY 5 ; NB HOV	PT1	37	1	30	1	30	1	30
	PT2	38						
ROADWAY 6 ; 270 SB	PT1	39	6856	62	131	62	283	62
	PT2	40	6856	62	131	62	283	62
	PT3	41	6856	62	131	62	283	62
	PT4	42	6856	62	131	62	283	62
	PT5	43	6856	62	131	62	283	62
	PT6	44	6856	62	131	62	283	62
	PT7	45	6856	62	131	62	283	62
	PT8	46	6856	62	131	62	283	62
	PT9	47	6856	62	131	62	283	62
	PT10	48	6856	62	131	62	283	62
	PT11	49	6856	62	131	62	283	62
	PT12	50	6856	62	131	62	283	62
	PT13	51	6856	62	131	62	283	62
	PT14	52						
ROADWAY 7 ; MBROOK EB TO 270 SB	PT1	53	1	30	1	30	1	30
	PT2	54	1	30	1	30	1	30
	PT3	55						
ROADWAY 8 ; SB ON RAMP	PT1	56	1851	30	32	30	12	30
	PT2	57	1851	30	32	30	12	30
	PT3	58	1851	30	32	30	12	30
	PT4	59	1851	30	32	30	12	30
	PT5	60	1851	30	32	30	12	30
	PT6	61	1851	30	32	30	12	30
	PT7	62						
ROADWAY 9 ; M'BROOK EB	PT1	63	1999	52	35	52	12	52
	PT2	64						
ROADWAY 10 ; M'BROOK EB	PT1	65	1301	52	23	52	8	52
	PT2	66	1301	52	23	52	8	52
	PT3	67	1301	52	23	52	8	52
	PT4	68	1301	52	23	52	8	52
	PT5	69	1301	52	23	52	8	52
	PT6	70						

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ROADWAY 11 ; M'BROOK WB	PT1	71	1759	52	31	52	10	52
	PT2	72	1759	52	31	52	10	52
	PT3	73						
ROADWAY 12 ; M'BROOK WB	PT1	74	1529	52	27	52	9	52
	PT2	75	1529	52	27	52	9	52
	PT3	76	1529	52	27	52	9	52
	PT4	77	1529	52	27	52	9	52
	PT5	78						
ROADWAY 13 ; M'BROOK RD WB	PT1	79	1529	52	27	52	9	52
	PT2	80	1529	52	27	52	9	52
	PT3	81	1529	52	27	52	9	52
	PT4	82						
ROADWAY 14 ; TO SB RAMP	PT1	83	1	30	1	30	1	30
	PT2	84						
ROADWAY 15 ; SB RAMP FR WB M'BROOK	PT1	85	1	30	1	30	1	30
	PT2	86	1	30	1	30	1	30
	PT3	87						
ROADWAY 16 ; NB 270	PT1	88	2788	55	53	55	115	55
	PT2	89						
ROADWAY 17 ; NB 270 (Bridge)	PT1	90	2788	55	53	55	115	55
	PT2	91						
ROADWAY 18 ; NB 270	PT1	92	2788	55	53	55	115	55
	PT2	93						
ROADWAY 19 ; NB HOV	PT1	94	1	66	1	66	1	66
	PT2	95	1	66	1	66	1	66
	PT3	96	1	66	1	66	1	66
	PT4	97	1	66	1	66	1	66
	PT5	98	1	66	1	66	1	66
	PT6	99	1	66	1	66	1	66
	PT7	100	1	66	1	66	1	66
	PT8	101	1	66	1	66	1	66
	PT9	102	1	66	1	66	1	66
	PT10	103	1	66	1	66	1	66
	PT11	104	1	66	1	66	1	66
	PT12	105	1	66	1	66	1	66
	PT13	106	1	66	1	66	1	66
	PT14	107	1	66	1	66	1	66
	PT15	108						
ROADWAY 20 ; NB HOV (Bridge)	PT1	109	1	66	1	66	1	66
	PT2	110						
ROADWAY 21 ; NB HOV	PT1	111	1	66	1	66	1	66
	PT2	112	1	66	1	66	1	66

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		PT3	113	1	66	1	66	1	66
		PT4	114						
ROADWAY 22 ; SB 270		PT1	115	4859	61	247	61	269	61
		PT2	116	4859	61	247	61	269	61
		PT3	117	4859	61	247	61	269	61
		PT4	118	4859	61	247	61	269	61
		PT5	119						
ROADWAY 23 ; SB 270 (Bridge)		PT1	120	4859	61	247	61	269	61
		PT2	121						
ROADWAY 24 ; SB 270		PT1	122	4859	61	247	61	269	61
		PT2	123	4859	61	247	61	269	61
		PT3	124						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa11_13

Existing AM Receptors H-11 to H-13

Roadway	Points								
Name	Name	No.	Segment						
			Autos			MTrucks		HTrucks	
			V	S		V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB	PT1	1	1812	42		92	42	100	42
	PT2	2	1812	42		92	42	100	42
	PT3	3	1812	42		92	42	100	42
	PT4	4							
ROADWAY 2 ; 270 NB	PT1	5	1866	55		95	55	103	55
	PT2	6	1866	55		95	55	103	55
	PT3	7	1866	55		95	55	103	55
	PT4	8	1866	55		95	55	103	55
	PT5	9	1866	55		95	55	103	55
	PT6	10	1866	55		95	55	103	55
	PT7	11	1866	55		95	55	103	55
	PT8	12							
ROADWAY 3 ; NB ON RAMP	PT1	13	54	30		3	30	3	30
	PT2	14	54	30		3	30	3	30
	PT3	15	54	30		3	30	3	30
	PT4	16	54	30		3	30	3	30
	PT5	17	54	30		3	30	3	30
	PT6	18	54	30		3	30	3	30
	PT7	19	54	30		3	30	3	30
	PT8	20	54	30		3	30	3	30
	PT9	21							
ROADWAY 4 ; NB HOV	PT1	22	1	64		1	64	1	64
	PT2	23	1	64		1	64	1	64
	PT3	24	1	64		1	64	1	64
	PT4	25	1	64		1	64	1	64
	PT5	26	1	64		1	64	1	64
	PT6	27	1	64		1	64	1	64
	PT7	28	1	64		1	64	1	64

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	PT8	29	1	64	1	64	1	64
	PT9	30	1	64	1	64	1	64
	PT10	31	1	64	1	64	1	64
	PT11	32	1	64	1	64	1	64
	PT12	33						
ROADWAY 5 ; 270 SB	PT1	34	3445	66	175	66	191	66
	PT2	35	3445	66	175	66	191	66
	PT3	36	3445	66	175	66	191	66
	PT4	37	3445	66	175	66	191	66
	PT5	38	3445	66	175	66	191	66
	PT6	39	3445	66	175	66	191	66
	PT7	40	3445	66	175	66	191	66
	PT8	41	3445	66	175	66	191	66
	PT9	42	3445	66	175	66	191	66
	PT10	43						
ROADWAY 6 ; 270 SB	PT1	44	2736	67	139	67	152	67
	PT2	45	2736	67	139	67	152	67
	PT3	46	2736	67	139	67	152	67
	PT4	47	2736	67	139	67	152	67
	PT5	48	2736	67	139	67	152	67
	PT6	49						
ROADWAY 7 ; SB OFF	PT1	50	708	30	36	30	40	30
	PT2	51	708	30	36	30	40	30
	PT3	52	708	30	36	30	40	30
	PT4	53	708	30	36	30	40	30
	PT5	54	708	30	36	30	40	30
	PT6	55						
ROADWAY 8 ; SB ON RAMP	PT1	56	837	30	43	30	46	30
	PT2	57	837	30	43	30	46	30
	PT3	58	837	30	43	30	46	30
	PT4	59	837	30	43	30	46	30
	PT5	60	837	30	43	30	46	30
	PT6	61	837	30	43	30	46	30
	PT7	62	837	30	43	30	46	30
	PT8	63	837	30	43	30	46	30
	PT9	64	837	30	43	30	46	30
	PT10	65	837	30	43	30	46	30
	PT11	66						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa14_16

Existing AM Receptors H-14 to H-16

Roadway	Points								
Name	Name	No.	Segment						
			Autos			MTrucks		HTrucks	
			V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	
ROADWAY 1 ; 270 NB	PT1	1	1792	61	91	61	99	61	
	PT2	2	1792	61	91	61	99	61	
	PT3	3	1792	61	91	61	99	61	
	PT4	4	1792	61	91	61	99	61	
	PT5	5	1792	61	91	61	99	61	
	PT6	6	1792	61	91	61	99	61	
	PT7	7	1792	61	91	61	99	61	
	PT8	8	1792	61	91	61	99	61	
	PT9	9	1792	61	91	61	99	61	
	PT10	10							
ROADWAY 2 ; 270 SB	PT1	11	2897	58	147	58	161	58	
	PT2	12	2897	58	147	58	161	58	
	PT3	13	2897	58	147	58	161	58	
	PT4	14	2897	58	147	58	161	58	
	PT5	15	2897	58	147	58	161	58	
	PT6	16	2897	58	147	58	161	58	
	PT7	17	2897	58	147	58	161	58	
	PT8	18	2897	58	147	58	161	58	
	PT9	19	2897	58	147	58	161	58	
	PT10	20	2897	58	147	58	161	58	
	PT11	21	2897	58	147	58	161	58	
	PT12	22	2897	58	147	58	161	58	
	PT13	23							
ROADWAY 3 ; FREDERICK RD	PT1	24	1	30	1	30	1	30	
	PT2	25	1	30	1	30	1	30	
	PT3	26	1	30	1	30	1	30	
	PT4	27	1	30	1	30	1	30	
	PT5	28	1	30	1	30	1	30	
	PT6	29	1	30	1	30	1	30	

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		PT7	30	1	30	1	30	1	30
		PT8	31	1	30	1	30	1	30
		PT9	32	1	30	1	30	1	30
		PT10	33	1	30	1	30	1	30
		PT11	34	1	30	1	30	1	30
		PT12	35						
ROADWAY 4 ; COMUS RD		PT1	36	1	30	1	30	1	30
		PT2	37						
ROADWAY 5 ; COMUS RD (Bridge)		PT1	38	1	30	1	30	1	30
		PT2	39						
ROADWAY 6 ; COMUS RD		PT1	40	1	30	1	30	1	30
		PT2	41	1	30	1	30	1	30
		PT3	42	1	30	1	30	1	30
		PT4	43						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa17

Existing AM Receptor H-17

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	1792	61	91	61	99	61
		PT2	2	1792	61	91	61	99	61
		PT3	3	1792	61	91	61	99	61
		PT4	4	1792	61	91	61	99	61
		PT5	5	1792	61	91	61	99	61
		PT6	6						
ROADWAY 2 ; 270 SB		PT1	7	2678	58	136	58	149	58
		PT2	8						
ROADWAY 3 ; 270 SB		PT1	9	2897	58	147	58	161	58
		PT2	10	2897	58	147	58	161	58
		PT3	11	2897	58	147	58	161	58
		PT4	12	2897	58	147	58	161	58
		PT5	13	2897	58	147	58	161	58
		PT6	14						
ROADWAY 4 ; SB ON RAMP		PT1	15	219	30	11	30	12	30
		PT2	16	219	30	11	30	12	30
		PT3	17	219	30	11	30	12	30
		PT4	18	219	30	11	30	12	30
		PT5	19	219	30	11	30	12	30
		PT6	20						
ROADWAY 5 ; PEACH TREE RD		PT1	21	1	30	1	30	1	30
		PT2	22	1	30	1	30	1	30
		PT3	23	1	30	1	30	1	30
		PT4	24	1	30	1	30	1	30
		PT5	25	1	30	1	30	1	30
		PT6	26	1	30	1	30	1	30
		PT7	27	1	30	1	30	1	30
		PT8	28	1	30	1	30	1	30
		PT9	29	1	30	1	30	1	30
		PT10	30	1	30	1	30	1	30
		PT11	31	1	30	1	30	1	30
		PT12	32						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa18_20

Existing AM Receptors H-18 to H-20

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	1767	61	90	61	98	61
		PT2	2	1767	61	90	61	98	61
		PT3	3	1767	61	90	61	98	61
		PT4	4	1767	61	90	61	98	61
		PT5	5	1767	61	90	61	98	61
		PT6	6	1767	61	90	61	98	61
		PT7	7	1767	61	90	61	98	61
		PT8	8	1767	61	90	61	98	61
		PT9	9	1767	61	90	61	98	61
		PT10	10						
ROADWAY 2 ; 270 SB		PT1	11	2913	58	148	58	164	58
		PT2	12	2913	58	148	58	164	58
		PT3	13	2913	58	148	58	164	58
		PT4	14	2913	58	148	58	164	58
		PT5	15	2913	58	148	58	164	58
		PT6	16	2913	58	148	58	164	58
		PT7	17	2913	58	148	58	164	58
		PT8	18	2913	58	148	58	164	58
		PT9	19	2913	58	148	58	164	58
		PT10	20	2913	58	148	58	164	58
		PT11	21						
ROADWAY 3 ; FIRE TOWER RD		PT1	22	1	30	1	30	1	30
		PT2	23	1	30	1	30	1	30
		PT3	24	1	30	1	30	1	30
		PT4	25	1	30	1	30	1	30

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	PT5	26	1	30	1	30	1	30
	PT6	27	1	30	1	30	1	30
	PT7	28	1	30	1	30	1	30
	PT8	29						
ROADWAY 4 ; FIRE TOWER RD	PT1	30	1	30	1	30	1	30
	PT2	31	1	30	1	30	1	30
	PT3	32	1	30	1	30	1	30
	PT4	33						
ROADWAY 5 ; 270 NB	PT1	34	1767	61	90	61	98	61
	PT2	35	1767	61	90	61	98	61
	PT3	36	1767	61	90	61	98	61
	PT4	37	1767	61	90	61	98	61
	PT5	38						
ROADWAY 6 ; 270 SB	PT1	39	2913	58	148	58	161	58
	PT2	40	2913	58	148	58	161	58
	PT3	41	2913	58	148	58	161	58
	PT4	42	2913	58	148	58	161	58
	PT5	43	2913	58	148	58	161	58
	PT6	44	2913	58	148	58	161	58
	PT7	45	2913	58	148	58	161	58
	PT8	46	2913	58	148	58	161	58
	PT9	47	2913	58	148	58	161	58
	PT10	48	2913	58	148	58	161	58
	PT11	49	2913	58	148	58	161	58
	PT12	50	2913	58	148	58	161	58
	PT13	51	2913	58	148	58	161	58
	PT14	52	2913	58	148	58	161	58
	PT15	53	2913	58	148	58	161	58
	PT16	54	2913	58	148	58	161	58
	PT17	55	2913	58	148	58	161	58
	PT18	56	2913	58	148	58	161	58
	PT19	57						
ROADWAY 7 ; FIRE TOWER RD	PT1	58	1	30	1	30	1	30
	PT2	59	1	30	1	30	1	30
	PT3	60	1	30	1	30	1	30
	PT4	61	1	30	1	30	1	30
	PT5	62	1	30	1	30	1	30
	PT6	63	1	30	1	30	1	30
	PT7	64						

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ROADWAY 8 ; RD PERRY RD	PT1	65	1	30	1	30	1	30
	PT2	66	1	30	1	30	1	30
	PT3	67	1	30	1	30	1	30
	PT4	68						
ROADWAY 9 ; DR PERRY RD	PT1	69	1	30	1	30	1	30
	PT2	70	1	30	1	30	1	30
	PT3	71						
ROADWAY 10 ; 270 NB	PT1	72	1767	61	90	61	98	61
	PT2	73	1767	61	90	61	98	61
	PT3	74						
ROADWAY 11 ; 270 NB (Bridge)	PT1	75	1767	61	90	61	98	61
	PT2	76						
ROADWAY 12 ; 270 NB	PT1	77	1767	61	90	61	98	61
	PT2	78	1767	61	90	61	98	61
	PT3	79	1767	61	90	61	98	61
	PT4	80	1767	61	90	61	98	61
	PT5	81	1767	61	90	61	98	61
	PT6	82	1767	61	90	61	98	61
	PT7	83	1767	61	90	61	98	61
	PT8	84	1767	61	90	61	98	61
	PT9	85	1767	61	90	61	98	61
	PT10	86	1767	61	90	61	98	61
	PT11	87	1767	61	90	61	98	61
	PT12	88	1767	61	90	61	98	61
	PT13	89	1767	61	90	61	98	61
	PT14	90	1767	61	90	61	98	61
	PT15	91	1767	61	90	61	98	61
	PT16	92						
ROADWAY 13 ; 270 SB	PT1	93	2913	58	148	58	161	58
	PT2	94	2913	58	148	58	161	58
	PT3	95	2913	58	148	58	161	58
	PT4	96	2913	58	148	58	161	58
	PT5	97						
ROADWAY 14 ; 270 SB (Bridge)	PT1	98	2913	58	148	58	161	58
	PT2	99						
ROADWAY 15 ; 270 SB	PT1	100	2913	58	148	58	161	58
	PT2	101	2913	58	148	58	161	58
	PT3	102						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa21_24

Existing AM Receptors H-21 to H-24

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	1674	61	85	61	93	61
		PT2	2	1674	61	85	61	93	61
		PT3	3						
ROADWAY 2 ; 270 NB		PT1	4	1841	61	94	61	102	61
		PT2	5	1841	61	94	61	102	61
		PT3	6	1841	61	94	61	102	61
		PT4	7	1841	61	94	61	102	61
		PT5	8	1841	61	94	61	102	61
		PT6	9	1841	61	94	61	102	61
		PT7	10	1841	61	94	61	102	61
		PT8	11	1841	61	94	61	102	61
		PT9	12	1841	61	94	61	102	61
		PT10	13						
ROADWAY 3 ; NB OFF RAMP		PT1	14	98	30	2	30	3	30
		PT2	15	98	30	2	30	3	30
		PT3	16	98	30	2	30	3	30
		PT4	17	98	30	2	30	3	30
		PT5	18	98	30	2	30	3	30
		PT6	19	98	30	2	30	3	30
		PT7	20	98	30	2	30	3	30
		PT8	21	98	30	2	30	3	30
		PT9	22						
ROADWAY 4 ; NB OFF RAMP TO 80 EB		PT1	23	77	30	1	30	3	30
		PT2	24						
ROADWAY 5 ; BD OFF RAMP TO 80 WB		PT1	25	20	30	1	30	1	30

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	PT2	26	20	30	1	30	1	30
	PT3	27	20	30	1	30	1	30
	PT4	28						
ROADWAY 6 ; MD 80	PT1	29	906	25	17	25	30	25
	PT2	30	906	25	17	25	30	25
	PT3	31						
ROADWAY 7 ; MD 80	PT1	32	906	25	17	25	30	25
	PT2	33						
ROADWAY 8 ; MD 80	PT1	34	906	30	17	30	30	30
	PT2	35						
ROADWAY 9 ; MD 80	PT1	36	906	25	17	25	30	25
	PT2	37						
ROADWAY 10 ; MD 80	PT1	38	381	30	19	30	21	30
	PT2	39						
ROADWAY 11 ; MD 80	PT1	40	472	25	9	25	15	25
	PT2	41						
ROADWAY 12 ; MD 80	PT1	42	1	30	1	30	1	30
	PT2	43						
ROADWAY 13 ; MD 80	PT1	44	381	25	19	25	21	25
	PT2	45						
ROADWAY 14 ; NB ON RAMP	PT1	46	134	30	3	30	4	30
	PT2	47	134	30	3	30	4	30
	PT3	48	134	30	3	30	4	30
	PT4	49						
ROADWAY 15 ; NB ON RAMP	PT1	50	42	30	1	30	1	30
	PT2	51						
ROADWAY 16 ; NB ON RAMP	PT1	52	176	30	3	30	6	30
	PT2	53	176	30	3	30	6	30
	PT3	54	176	30	3	30	6	30
	PT4	55	176	30	3	30	6	30
	PT5	56	176	30	3	30	6	30
	PT6	57	176	30	3	30	6	30
	PT7	58	176	30	3	30	6	30
	PT8	59	176	30	3	30	6	30
	PT9	60	176	30	3	30	6	30
	PT10	61						
ROADWAY 17 ; MD 80	PT1	62	1	30	1	30	1	30
	PT2	63	1	30	1	30	1	30
	PT3	64	1	30	1	30	1	30
	PT4	65	1	30	1	30	1	30

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	PT5	66	1	30	1	30	1	30
	PT6	67	1	30	1	30	1	30
	PT7	68	1	30	1	30	1	30
	PT8	69	1	30	1	30	1	30
	PT9	70						
ROADWAY 18 ; 270 SB	PT1	71	2916	58	148	58	162	58
	PT2	72	2916	58	148	58	162	58
	PT3	73	2916	58	148	58	162	58
	PT4	74	2916	58	148	58	162	58
	PT5	75	2916	58	148	58	162	58
	PT6	76	2916	58	148	58	162	58
	PT7	77	2916	58	148	58	162	58
	PT8	78	2916	58	148	58	162	58
	PT9	79	2916	58	148	58	162	58
	PT10	80	2916	58	148	58	162	58
	PT11	81	2916	58	148	58	162	58
	PT12	82	2916	58	148	58	162	58
	PT13	83	2916	58	148	58	162	58
	PT14	84	2916	58	148	58	162	58
	PT15	85	2916	58	148	58	162	58
	PT16	86	2916	58	148	58	162	58
	PT17	87						
ROADWAY 19 ; 270 SB (Bridge)	PT1	88	2913	58	148	58	161	58
	PT2	89						
ROADWAY 20 ; 270 SB	PT1	90	2913	58	148	58	161	58
	PT2	91	2913	58	148	58	161	58
	PT3	92	2913	58	148	58	161	58
	PT4	93	2913	58	148	58	161	58
	PT5	94						
ROADWAY 21 ; 270 NB	PT1	95	1	30	1	30	1	30
	PT2	96	1	30	1	30	1	30
	PT3	97						
ROADWAY 22 ; 270 NB	PT1	98	1767	61	90	61	98	61
	PT2	99	1767	61	90	61	98	61
	PT3	100						
ROADWAY 23 ; 270 NB (Bridge)	PT1	101	1767	61	90	61	98	61
	PT2	102						
ROADWAY 24 ; 270 NB	PT1	103	1767	61	90	61	98	61
	PT2	104						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa25_27

Existing AM Receptors H-25 to H-27

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	1841	61	94	61	102	61
		PT2	2	1841	61	94	61	102	61
		PT3	3	1841	61	94	61	102	61
		PT4	4	1841	61	94	61	102	61
		PT5	5						
ROADWAY 2 ; 270 NB		PT1	6	1841	61	94	61	102	61
		PT2	7						
ROADWAY 3 ; BAKER VALLEY RD		PT1	8	1	30	1	30	1	30
		PT2	9	1	30	1	30	1	30
		PT3	10	1	30	1	30	1	30
		PT4	11						
ROADWAY 4 ; 270 NB		PT1	12	1841	61	94	61	102	61
		PT2	13	1841	61	94	61	102	61
		PT3	14	1841	61	94	61	102	61
		PT4	15	1841	61	94	61	102	61
		PT5	16	1841	61	94	61	102	61
		PT6	17						
ROADWAY 5 ; 270 NB (Bridge)		PT1	18	1841	61	94	61	102	61
		PT2	19						
ROADWAY 6 ; 270 NB		PT1	20	1841	61	94	61	102	61
		PT2	21	1841	61	94	61	102	61
		PT3	22	1841	61	94	61	102	61
		PT4	23						
ROADWAY 7 ; 270 SB		PT1	24	2916	58	148	58	162	58

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		PT2	25	2916	58	148	58	162	58
		PT3	26	2916	58	148	58	162	58
		PT4	27	2916	58	148	58	162	58
		PT5	28						
ROADWAY 8 ; 270 SB (Bridge)		PT1	29	2916	58	148	58	162	58
		PT2	30						
ROADWAY 9 ; 270 SB		PT1	31	2916	58	148	58	162	58
		PT2	32	2916	58	148	58	162	58
		PT3	33	2916	58	148	58	162	58
		PT4	34	2916	58	148	58	162	58
		PT5	35	2916	58	148	58	162	58
		PT6	36	2916	58	148	58	162	58
		PT7	37	2916	58	148	58	162	58
		PT8	38	2916	58	148	58	162	58
		PT9	39	2916	58	148	58	162	58
		PT10	40	2916	58	148	58	162	58
		PT11	41						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa28_30

Existing AM Receptors H-28 to H-30

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	1841	61	94	61	102	61
		PT2	2	1841	61	94	61	102	61
		PT3	3						
ROADWAY 2 ; 270 NB		PT1	4	1841	61	94	61	102	61
		PT2	5	1841	61	94	61	102	61
		PT3	6	1841	61	94	61	102	61
		PT4	7						
ROADWAY 3 ; 270 NB		PT1	8	1841	61	94	61	102	61
		PT2	9	1841	61	94	61	102	61
		PT3	10	1841	61	94	61	102	61
		PT4	11	1841	61	94	61	102	61
		PT5	12	1841	61	94	61	102	61
		PT6	13						
ROADWAY 4 ; 270 SB		PT1	14	2916	58	140	58	162	58
		PT2	15	2916	58	140	58	162	58
		PT3	16	2916	58	140	58	162	58
		PT4	17	2916	58	140	58	162	58
		PT5	18	2916	58	140	58	162	58
		PT6	19						
ROADWAY 5 ; 270 SB		PT1	20	2916	58	146	58	162	58
		PT2	21	2916	58	146	58	162	58
		PT3	22	2916	58	146	58	162	58
		PT4	23	2916	58	146	58	162	58
		PT5	24						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa31_33

Existing AM Receptors H-31 to H-33

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	1728	57	88	57	96	57
		PT2	2						
ROADWAY 2 ; 270 NB		PT1	3	2177	57	109	57	121	57
		PT2	4	2177	57	109	57	121	57
		PT3	5	2177	57	109	57	121	57
		PT4	6	2177	57	109	57	121	57
		PT5	7	2177	57	109	57	121	57
		PT6	8	2177	57	109	57	121	57
		PT7	9						
ROADWAY 3 ; 40 NB		PT1	10	2181	57	106	57	120	57
		PT2	11						
ROADWAY 4 ; 40 NB		PT1	12	2181	57	106	57	120	57
		PT2	13	2181	57	106	57	120	57
		PT3	14						
ROADWAY 5 ; 70 WB		PT1	15	500	67	29	67	74	67
		PT2	16	500	67	29	67	74	67
		PT3	17						
ROADWAY 6 ; NB ON RAMP		PT1	18	804	30	46	30	119	30
		PT2	19	804	30	46	30	119	30
		PT3	20	804	30	46	30	119	30
		PT4	21	804	30	46	30	119	30
		PT5	22	804	30	46	30	119	30
		PT6	23	804	30	46	30	119	30
		PT7	24	804	30	46	30	119	30
		PT8	25	804	30	46	30	119	30
		PT9	26	804	30	46	30	119	30
		PT10	27						
ROADWAY 7 ; 40 SB		PT1	28	3171	57	154	57	176	57
		PT2	29	3171	57	154	57	176	57

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	PT3	30	3171	57	154	57	176	57
	PT4	31						
ROADWAY 8 ; 40 SB	PT1	32	3171	57	154	57	176	57
	PT2	33						
ROADWAY 9 ; 270 SB	PT1	34	2074	57	101	57	115	57
	PT2	35	2074	57	101	57	115	57
	PT3	36	2074	57	101	57	115	57
	PT4	37	2074	57	101	57	115	57
	PT5	38						
ROADWAY 10 ; 270 SB	PT1	39	2074	57	101	57	115	57
	PT2	40						
ROADWAY 11 ; 270 SB	PT1	41	3461	52	176	52	192	52
	PT2	42	3461	52	176	52	192	52
	PT3	43	3461	52	176	52	192	52
	PT4	44						
ROADWAY 12 ; SB OFF TO 70 EB	PT1	45	1097	30	53	30	61	30
	PT2	46	1097	30	53	30	61	30
	PT3	47	1097	30	53	30	61	30
	PT4	48	1097	30	53	30	61	30
	PT5	49	1097	30	53	30	61	30
	PT6	50	1097	30	53	30	61	30
	PT7	51	1097	30	53	30	61	30
	PT8	52	1097	30	53	30	61	30
	PT9	53	1097	30	53	30	61	30
	PT10	54	1097	30	53	30	61	30
	PT11	55	1097	30	53	30	61	30
	PT12	56						
ROADWAY 13 ; SB ON FROM 70 EB	PT1	57	1278	30	73	30	188	30
	PT2	58	1278	30	73	30	188	30
	PT3	59	1278	30	73	30	188	30
	PT4	60	1278	30	73	30	188	30
	PT5	61	1278	30	73	30	188	30
	PT6	62	1278	30	73	30	188	30
	PT7	63	1278	30	73	30	188	30
	PT8	64	1278	30	73	30	188	30
	PT9	65	1278	30	73	30	188	30
	PT10	66						
ROADWAY 14 ; 70 EB	PT1	67	1577	67	90	67	232	67
	PT2	68	1577	67	90	67	232	67
	PT3	69						
ROADWAY 15 ; 70 EB	PT1	70	2582	67	149	67	379	67
	PT2	71						
ROADWAY 16 ; NEW DESIGN RD	PT1	72	1	30	1	30	1	30

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	PT2	73							
ROADWAY 17 ; NEW DESIGN RD (Bridge)	PT1	74	1	30	1	30	1	30	
	PT2	75							
ROADWAY 18 ; NEW DESIGN RD	PT1	76	1	30	1	30	1	30	
	PT2	77							
ROADWAY 19 ; 70 EB (Bridge)	PT1	78	2582	67	149	67	379	67	
	PT2	79							
ROADWAY 20 ; NB OFF TO 70W	PT1	80	428	30	22	30	24	30	
	PT2	81	428	30	22	30	24	30	
	PT3	82	428	30	22	30	24	30	
	PT4	83	428	30	22	30	24	30	
	PT5	84							
ROADWAY 21 ; OFF TO 70W (Bridge)	PT1	85	1	30	1	30	1	30	
	PT2	86							
ROADWAY 22 ; OFF TO 70W	PT1	87	428	30	22	30	24	30	
	PT2	88	428	30	22	30	24	30	
	PT3	89	428	30	22	30	24	30	
	PT4	90	428	30	22	30	24	30	
	PT5	91	428	30	22	30	24	30	
	PT6	92	428	30	22	30	24	30	
	PT7	93							
ROADWAY 23 ; OFF TO 70W (Over 70E)	PT1	94	428	30	22	30	24	30	
	PT2	95							
ROADWAY 24 ; OFF TO 70W	PT1	96	428	30	22	30	24	30	
	PT2	97	428	30	22	30	24	30	
	PT3	98	428	30	22	30	24	30	
	PT4	99	428	30	22	30	24	30	
	PT5	100							
ROADWAY 25 ; OFF TO 70W (Over 270)	PT1	101	428	30	22	30	24	30	
	PT2	102							
ROADWAY 26 ; 70W (Over 270)	PT1	103	500	67	29	67	74	67	
	PT2	104							
ROADWAY 27 ; 70W (Over 270)	PT1	105	894	67	51	67	132	67	
	PT2	106							
ROADWAY 28 ; 70W	PT1	107	894	67	51	67	132	67	
	PT2	108	894	67	51	67	132	67	
	PT3	109							
ROADWAY 29 ; 70W (Over SB OFF)	PT1	110	894	67	51	67	132	67	
	PT2	111							
ROADWAY 30 ; 70W	PT1	112	894	67	51	67	132	67	
	PT2	113							

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa34_42

Existing AM Receptors H-34 to H-42

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 15/40 NB		PT1	1	1615	57	78	57	90	57
		PT2	2	1615	57	78	57	90	57
		PT3	3						
ROADWAY 2 ; 15/40 NB		PT1	4	2404	57	117	57	132	57
		PT2	5	2404	57	117	57	132	57
		PT3	6	2404	57	117	57	132	57
		PT4	7	2404	57	117	57	132	57
		PT5	8	2404	57	117	57	132	57
		PT6	9	2404	57	117	57	132	57
		PT7	10						
ROADWAY 3 ; 15/40 NB		PT1	11	2319	57	113	57	128	57
		PT2	12	2319	57	113	57	128	57
		PT3	13						
ROADWAY 4 ; 15 NB		PT1	14	2319	57	113	57	128	57
		PT2	15						
ROADWAY 5 ; 15 NB		PT1	16	1917	51	93	51	106	51
		PT2	17	1917	51	93	51	106	51
		PT3	18	1917	51	93	51	106	51
		PT4	19						
ROADWAY 6 ; 15 NB		PT1	20	2496	53	109	53	129	53
		PT2	21	2496	53	109	53	129	53
		PT3	22	2496	53	109	53	129	53
		PT4	23						
ROADWAY 7 ; 15 NB		PT1	24	2631	53	115	53	136	53
		PT2	25	2631	53	115	53	136	53
		PT3	26	2631	53	115	53	136	53
		PT4	27						
ROADWAY 8 ; 15 SB		PT1	28	2781	54	135	54	153	54

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	PT2	29							
ROADWAY 9 ; 15 SB	PT1	30	3179	54	154	54	176	54	
	PT2	31	3179	54	154	54	176	54	
	PT3	32	3179	54	154	54	176	54	
	PT4	33	3179	54	154	54	176	54	
	PT5	34	3179	54	154	54	176	54	
	PT6	35	3179	54	154	54	176	54	
	PT7	36	3179	54	154	54	176	54	
	PT8	37							
ROADWAY 10 ; 15 SB	PT1	38	2684	57	130	57	149	57	
	PT2	39							
ROADWAY 11 ; 15 SB	PT1	40	2783	57	122	57	143	57	
	PT2	41							
ROADWAY 12 ; 15 SB	PT1	42	2706	57	119	57	139	57	
	PT2	43							
ROADWAY 13 ; 15/40 SB	PT1	44	3500	57	170	57	194	57	
	PT2	45	3500	57	170	57	194	57	
	PT3	46	3500	57	170	57	194	57	
	PT4	47	3500	57	170	57	194	57	
	PT5	48	3500	57	170	57	194	57	
	PT6	49	3500	57	170	57	194	57	
	PT7	50							
ROADWAY 14 ; 15/40 SB	PT1	51	2924	57	142	57	162	57	
	PT2	52	2924	57	142	57	162	57	
	PT3	53	2924	57	142	57	162	57	
	PT4	54	2924	57	142	57	162	57	
	PT5	55							
ROADWAY 15 ; NB ON FROM JEFF. ST	PT1	56	788	30	38	30	44	30	
	PT2	57	788	30	38	30	44	30	
	PT3	58	788	30	38	30	44	30	
	PT4	59	788	30	38	30	44	30	
	PT5	60	788	30	38	30	44	30	
	PT6	61	788	30	38	30	44	30	
	PT7	62	788	30	38	30	44	30	
	PT8	63							
ROADWAY 16 ; NB OFF TO MD144 EB	PT1	64	84	30	4	30	5	30	
	PT2	65	84	30	4	30	5	30	
	PT3	66	84	30	4	30	5	30	
	PT4	67	84	30	4	30	5	30	
	PT5	68	84	30	4	30	5	30	
	PT6	69	84	30	4	30	5	30	
	PT7	70	84	30	4	30	5	30	

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	PT8	71	84	30	4	30	5	30
	PT9	72	84	30	4	30	5	30
	PT10	73	84	30	4	30	5	30
	PT11	74						
ROADWAY 17 ; NB ON FROM MD144	PT1	75	1	30	1	30	1	30
	PT2	76	1	30	1	30	1	30
	PT3	77	1	30	1	30	1	30
	PT4	78	1	30	1	30	1	30
	PT5	79	1	30	1	30	1	30
	PT6	80	1	30	1	30	1	30
	PT7	81	1	30	1	30	1	30
	PT8	82	1	30	1	30	1	30
	PT9	83	1	30	1	30	1	30
	PT10	84	1	30	1	30	1	30
	PT11	85	1	30	1	30	1	30
	PT12	86	1	30	1	30	1	30
	PT13	87						
ROADWAY 18 ; NB OFF TO MD144 WB	PT1	88	402	30	20	30	22	30
	PT2	89	402	30	20	30	22	30
	PT3	90	402	30	20	30	22	30
	PT4	91	402	30	20	30	22	30
	PT5	92	402	30	20	30	22	30
	PT6	93	402	30	20	30	22	30
	PT7	94	402	30	20	30	22	30
	PT8	95	402	30	20	30	22	30
	PT9	96	402	30	20	30	22	30
	PT10	97	402	30	20	30	22	30
	PT11	98						
ROADWAY 19 ; NB ON FROM MD144 WB	PT1	99	895	30	39	30	47	30
	PT2	100	895	30	39	30	47	30
	PT3	101	895	30	39	30	47	30
	PT4	102	895	30	39	30	47	30
	PT5	103	895	30	39	30	47	30
	PT6	104	895	30	39	30	47	30
	PT7	105						
ROADWAY 20 ; NB OFF TO ROSEMONT	PT1	106	331	30	15	30	17	30
	PT2	107	331	30	15	30	17	30
	PT3	108	331	30	15	30	17	30
	PT4	109	331	30	15	30	17	30
	PT5	110	331	30	15	30	17	30
	PT6	111	331	30	15	30	17	30
	PT7	112						

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ROADWAY 21 ; NB ON FROM ROSEMONT		PT1	113	141	30	3	30	4	30
		PT2	114	141	30	3	30	4	30
		PT3	115	141	30	3	30	4	30
		PT4	116	141	30	3	30	4	30
		PT5	117	141	30	3	30	4	30
		PT6	118	141	30	3	30	4	30
		PT7	119						
ROADWAY 22 ; 2ND STREET		PT1	120	185	30	8	30	10	30
		PT2	121	185	30	8	30	10	30
		PT3	122	185	30	8	30	10	30
		PT4	123						
ROADWAY 23 ; SB OFF TO ROSEMONT AVE		PT1	124	149	30	7	30	8	30
		PT2	125	149	30	7	30	8	30
		PT3	126	149	30	7	30	8	30
		PT4	127	149	30	7	30	8	30
		PT5	128	149	30	7	30	8	30
		PT6	129	149	30	7	30	8	30
		PT7	130	149	30	7	30	8	30
		PT8	131						
ROADWAY 24 ; SB ON FROM ROSEMONT		PT1	132	399	30	19	30	22	30
		PT2	133	399	30	19	30	22	30
		PT3	134	399	30	19	30	22	30
		PT4	135	399	30	19	30	22	30
		PT5	136						
ROADWAY 25 ; ROSEMONT AVE		PT1	137	1069	40	50	40	30	40
		PT2	138						
ROADWAY 26 ; ROSEMONT AVE		PT1	139	1069	40	26	40	30	40
		PT2	140						
ROADWAY 27 ; ROSEMONT AVE		PT1	141	1682	40	41	40	48	40
		PT2	142	1682	40	41	40	48	40
		PT3	143	1682	40	41	40	48	40
		PT4	144						
ROADWAY 28 ; SB OFF TO WB40		PT1	145	495	30	24	30	27	30
		PT2	146	495	30	24	30	27	30
		PT3	147	495	30	24	30	27	30
		PT4	148	495	30	24	30	27	30
		PT5	149	495	30	24	30	27	30
		PT6	150						
ROADWAY 29 ; SB ON FROM WB40		PT1	151	77	30	4	30	4	30
		PT2	152	77	30	4	30	4	30
		PT3	153	77	30	4	30	4	30
		PT4	154	77	30	4	30	4	30

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	PT5	155	77	30	4	30	4	30
	PT6	156	77	30	4	30	4	30
	PT7	157	77	30	4	30	4	30
	PT8	158	77	30	4	30	4	30
	PT9	159						
ROADWAY 30 ; SB ON TO EB40	PT1	160	1	30	1	30	1	30
	PT2	161	1	30	1	30	1	30
	PT3	162	1	30	1	30	1	30
	PT4	163	1	30	1	30	1	30
	PT5	164	1	30	1	30	1	30
	PT6	165	1	30	1	30	1	30
	PT7	166	1	30	1	30	1	30
	PT8	167	1	30	1	30	1	30
	PT9	168						
ROADWAY 31 ; WB 40	PT1	169	378	57	17	57	19	57
	PT2	170						
ROADWAY 32 ; WB 40	PT1	171	1086	57	53	57	60	57
	PT2	172	1086	57	53	57	60	57
	PT3	173						
ROADWAY 33 ; WB 40	PT1	174	1086	57	53	57	60	57
	PT2	175						
ROADWAY 34 ; WB 40	PT1	176	1086	57	53	57	60	57
	PT2	177						
ROADWAY 35 ; EB 40	PT1	178	1114	57	49	57	58	57
	PT2	179						
ROADWAY 36 ; EB 40	PT1	180	1191	57	52	57	62	57
	PT2	181	1191	57	52	57	62	57
	PT3	182						
ROADWAY 37 ; EB 40	PT1	183	490	57	21	57	26	57
	PT2	184						
ROADWAY 38 ; SB ON FROM EB40	PT1	185	822	30	36	30	42	30
	PT2	186	822	30	36	30	42	30
	PT3	187	822	30	36	30	42	30
	PT4	188	822	30	36	30	42	30
	PT5	189	822	30	36	30	42	30
	PT6	190	822	30	36	30	42	30
	PT7	191	822	30	36	30	42	30
	PT8	192						
ROADWAY 39 ; SB OFF TO WB15	PT1	193	576	30	28	30	32	30
	PT2	194	576	30	28	30	32	30
	PT3	195	576	30	28	30	32	30
	PT4	196	576	30	28	30	32	30

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	PT5	197	576	30	28	30	32	30
	PT6	198	576	30	28	30	32	30
	PT7	199	576	30	28	30	32	30
	PT8	200						
ROADWAY 40 ; APPLE AVE	PT1	201	1	30	1	30	1	30
	PT2	202	1	30	1	30	1	30
	PT3	203	1	30	1	30	1	30
	PT4	204	1	30	1	30	1	30
	PT5	205						
ROADWAY 41 ; 15NB (Bridge)	PT1	206	2319	57	113	57	128	57
	PT2	207						
ROADWAY 42 ; 15NB	PT1	208	2319	57	113	57	128	57
	PT2	209						
ROADWAY 43 ; 15 SB (Bridge)	PT1	210	2783	57	122	57	143	57
	PT2	211						
ROADWAY 44 ; 15 SB	PT1	212	2783	57	122	57	143	57
	PT2	213						
ROADWAY 45 ; 15 NB	PT1	214	2806	57	136	57	155	57
	PT2	215	2806	57	136	57	155	57
	PT3	216	2806	57	136	57	155	57
	PT4	217	2806	57	136	57	155	57
	PT5	218	2806	57	136	57	155	57
	PT6	219	2806	57	136	57	155	57
	PT7	220	2806	57	136	57	155	57
	PT8	221	2806	57	136	57	155	57
	PT9	222						
ROADWAY 46 ; 15 NB (Bridge)	PT1	223	2806	51	136	51	155	51
	PT2	224						
ROADWAY 47 ; 15 NB	PT1	225	2806	51	136	51	155	51
	PT2	226						
ROADWAY 48 ; 15 SB	PT1	227	2952	55	129	55	152	55
	PT2	228	2952	55	129	55	152	55
	PT3	229	2952	55	129	55	152	55
	PT4	230	2952	55	129	55	152	55
	PT5	231						
ROADWAY 49 ; 15 SB (Bridge)	PT1	232	2952	55	129	55	152	55
	PT2	233						
ROADWAY 50 ; 15 SB	PT1	234	2952	55	129	55	152	55
	PT2	235						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa43_47

Existing AM Receptors H-41 to H-47

Roadway	Points								
Name	Name	No.	Segment						
			Autos			MTrucks		HTrucks	
			V	S		V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 15 NB	PT1	1	2097	53		92	53	108	53
	PT2	2	2097	53		92	53	108	53
	PT3	3	2097	53		92	53	108	53
	PT4	4							
ROADWAY 2 ; 15 NB	PT1	5	2203	56		97	56	113	56
	PT2	6	2203	56		97	56	113	56
	PT3	7	2203	56		97	56	113	56
	PT4	8							
ROADWAY 3 ; 15 NB	PT1	9	1556	56		69	56	79	56
	PT2	10	1556	56		69	56	79	56
	PT3	11	1556	56		69	56	79	56
	PT4	12							
ROADWAY 4 ; 15 NB	PT1	13	1656	56		73	56	85	56
	PT2	14	1656	56		73	56	85	56
	PT3	15	1656	56		73	56	85	56
	PT4	16	1656	56		73	56	85	56
	PT5	17	1656	56		73	56	85	56
	PT6	18							
ROADWAY 5 ; 15 NB	PT1	19	1012	56		44	56	52	56
	PT2	20	1012	56		44	56	52	56
	PT3	21							
ROADWAY 6 ; 15 SB	PT1	22	1590	65		70	65	82	65
	PT2	23	1590	65		70	65	82	65
	PT3	24	1590	65		70	65	82	65
	PT4	25	1590	65		70	65	82	65
	PT5	26	1590	65		70	65	82	65
	PT6	27	1590	65		70	65	82	65
	PT7	28	1590	65		70	65	82	65
	PT8	29							
ROADWAY 7 ; 15 SB	PT1	30	2827	55		124	55	145	55
	PT2	31	2827	55		124	55	145	55
	PT3	32							
ROADWAY 8 ; 15 SB	PT1	33	2589	54		113	54	134	54

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	PT2	34	2589	54	113	54	134	54
	PT3	35						
ROADWAY 9 ; 15 SB	PT1	36	2993	54	131	54	154	54
	PT2	37	2993	54	131	54	154	54
	PT3	38						
ROADWAY 10 ; 15 SB	PT1	39	2632	54	115	54	136	54
	PT2	40	2632	54	115	54	136	54
	PT3	41	2632	54	115	54	136	54
	PT4	42						
ROADWAY 11 ; NB OFF TO W. 7TH STREET	PT1	43	534	30	23	30	28	30
	PT2	44	534	30	23	30	28	30
	PT3	45	534	30	23	30	28	30
	PT4	46	534	30	23	30	28	30
	PT5	47	534	30	23	30	28	30
	PT6	48	534	30	23	30	28	30
	PT7	49	534	30	23	30	28	30
	PT8	50						
ROADWAY 12 ; NB ON FROM W. 7TH STREET	PT1	51	135	30	6	30	7	30
	PT2	52	135	30	6	30	7	30
	PT3	53	135	30	6	30	7	30
	PT4	54	135	30	6	30	7	30
	PT5	55	135	30	6	30	7	30
	PT6	56	135	30	6	30	7	30
	PT7	57	135	30	6	30	7	30
	PT8	58	135	30	6	30	7	30
	PT9	59						
ROADWAY 13 ; NB OFF TO MOTTER AVE	PT1	60	647	30	28	30	34	30
	PT2	61	647	30	28	30	34	30
	PT3	62	647	30	28	30	34	30
	PT4	63	647	30	28	30	34	30
	PT5	64	647	30	28	30	34	30
	PT6	65	647	30	28	30	34	30
	PT7	66	647	30	28	30	34	30
	PT8	67	647	30	28	30	34	30
	PT9	68	647	30	28	30	34	30
	PT10	69	647	30	28	30	34	30
	PT11	70	647	30	28	30	34	30
	PT12	71	647	30	28	30	34	30
	PT13	72						
ROADWAY 14 ; NB ON FROM MOTTER AVE	PT1	73	105	30	3	30	2	30
	PT2	74	105	30	3	30	2	30
	PT3	75	105	30	3	30	2	30
	PT4	76	105	30	3	30	2	30
	PT5	77	105	30	3	30	2	30
	PT6	78	105	30	3	30	2	30
	PT7	79	105	30	3	30	2	30
	PT8	80	105	30	3	30	2	30

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	PT9	81	105	30	3	30	2	30
	PT10	82	105	30	3	30	2	30
	PT11	83	105	30	3	30	2	30
	PT12	84	105	30	3	30	2	30
	PT13	85						
ROADWAY 15 ; NB OFF TO MD26 EB	PT1	86	645	45	28	45	33	45
	PT2	87	645	45	28	45	33	45
	PT3	88	645	45	28	45	33	45
	PT4	89	645	45	28	45	33	45
	PT5	90	645	45	28	45	33	45
	PT6	91	645	45	28	45	33	45
	PT7	92	645	45	28	45	33	45
	PT8	93						
ROADWAY 16 ; SB ON FROM MD26 WB	PT1	94	1236	45	54	45	64	45
	PT2	95	1236	45	54	45	64	45
	PT3	96	1236	45	54	45	64	45
	PT4	97	1236	45	54	45	64	45
	PT5	98	1236	45	54	45	64	45
	PT6	99	1236	45	54	45	64	45
	PT7	100	1236	45	54	45	64	45
	PT8	101	1236	45	54	45	64	45
	PT9	102	1236	45	54	45	64	45
	PT10	103	1236	45	54	45	64	45
	PT11	104	1236	45	54	45	64	45
	PT12	105	1236	45	54	45	64	45
	PT13	106	1236	45	54	45	64	45
	PT14	107						
ROADWAY 17 ; SB OFF TO OPOSSUMTOWN PIKE	PT1	108	237	30	10	30	13	30
	PT2	109	237	30	10	30	13	30
	PT3	110	237	30	10	30	13	30
	PT4	111	237	30	10	30	13	30
	PT5	112	237	30	10	30	13	30
	PT6	113	237	30	10	30	13	30
	PT7	114	237	30	10	30	13	30
	PT8	115	237	30	10	30	13	30
	PT9	116	237	30	10	30	13	30
	PT10	117	237	30	10	30	13	30
	PT11	118	237	30	10	30	13	30
	PT12	119						
ROADWAY 18 ; SB ON FROM OPOSSUMTOWN TD	PT1	120	420	30	10	30	12	30
	PT2	121	420	30	10	30	12	30
	PT3	122	420	30	10	30	12	30
	PT4	123	420	30	10	30	12	30
	PT5	124	420	30	10	30	12	30
	PT6	125	420	30	10	30	12	30
	PT7	126	420	30	10	30	12	30
	PT8	127	420	30	10	30	12	30

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	PT9	128	420	30	10	30	12	30
	PT10	129	420	30	10	30	12	30
	PT11	130	420	30	10	30	12	30
	PT12	131	420	30	10	30	12	30
	PT13	132						
ROADWAY 19 ; MOTTER AVE	PT1	133	1104	48	27	48	31	48
	PT2	134						
ROADWAY 20 ; MOTTER AVE	PT1	135	1104	48	27	48	31	48
	PT2	136						
ROADWAY 21 ; SB OFF TO W. 7TH STREET	PT1	137	361	30	16	30	18	30
	PT2	138	361	30	16	30	18	30
	PT3	139	361	30	16	30	18	30
	PT4	140	361	30	16	30	18	30
	PT5	141	361	30	16	30	18	30
	PT6	142	361	30	16	30	18	30
	PT7	143	361	30	16	30	18	30
	PT8	144	361	30	16	30	18	30
	PT9	145	361	30	16	30	18	30
	PT10	146						
ROADWAY 22 ; SB ON FROM W. 7TH STREET	PT1	147	320	30	14	30	16	30
	PT2	148	320	30	14	30	16	30
	PT3	149	320	30	14	30	16	30
	PT4	150	320	30	14	30	16	30
	PT5	151	320	30	14	30	16	30
	PT6	152	320	30	14	30	16	30
	PT7	153	320	30	14	30	16	30
	PT8	154	320	30	14	30	16	30
	PT9	155	320	30	14	30	16	30
	PT10	156	320	30	14	30	16	30
	PT11	157						
ROADWAY 23 ; MOTTER AVE	PT1	158	1600	48	39	48	45	48
	PT2	159						
ROADWAY 24 ; MOTTER AVE (Bridge)	PT1	160	1600	48	39	48	45	48
	PT2	161						
ROADWAY 25 ; MOTTER AVE	PT1	162	1600	48	39	48	45	48
	PT2	163						
ROADWAY 26 ; 15 NB (Bridge)	PT1	164	1012	56	44	56	52	56
	PT2	165						
ROADWAY 27 ; 15 NB	PT1	166	1012	56	44	56	52	56
	PT2	167						
ROADWAY 28 ; 15 SB	PT1	168	1509	65	70	65	82	65
	PT2	169						
ROADWAY 29 ; 15 SB (Bridge)	PT1	170	1590	65	70	65	82	65
	PT2	171						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

RUN:

I-270

exa48_51

Existing AM Receptors H-48 to H-51

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 15 NB		PT1	1	1012	56	44	56	52	56
		PT2	2	1012	56	44	56	52	56
		PT3	3	1012	56	44	56	52	56
		PT4	4	1012	56	44	56	52	56
		PT5	5	1012	56	44	56	52	56
		PT6	6						
ROADWAY 2 ; 15 NB		PT1	7	659	56	29	56	34	56
		PT2	8	659	56	29	56	34	56
		PT3	9	659	56	29	56	34	56
		PT4	10						
ROADWAY 3 ; 15 NB		PT1	11	849	56	37	56	44	56
		PT2	12	849	56	37	56	44	56
		PT3	13	849	56	37	56	44	56
		PT4	14	849	56	37	56	44	56
		PT5	15						
ROADWAY 4 ; 15 NB		PT1	16	795	56	35	56	41	56
		PT2	17	795	56	35	56	41	56
		PT3	18	795	56	35	56	41	56
		PT4	19						
ROADWAY 5 ; 15 SB		PT1	20	2054	65	90	65	106	65
		PT2	21	2054	65	90	65	106	65
		PT3	22	2054	65	90	65	106	65
		PT4	23						
ROADWAY 6 ; 15 SB		PT1	24	2188	65	96	65	133	65
		PT2	25	2188	65	96	65	133	65
		PT3	26	2188	65	96	65	133	65
		PT4	27	2188	65	96	65	133	65
		PT5	28	2188	65	96	65	133	65
		PT6	29						

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ROADWAY 7 ; 15 SB		PT1	30	2188	65	96	65	133	65
		PT2	31						
ROADWAY 8 ; 15 SB		PT1	32	1541	65	68	65	79	65
		PT2	33	1541	65	68	65	79	65
		PT3	34	1541	65	68	65	79	65
		PT4	35						
ROADWAY 9 ; 15 SB		PT1	36	1590	65	70	65	82	65
		PT2	37	1590	65	70	65	82	65
		PT3	38	1590	65	70	65	82	65
		PT4	39	1590	65	70	65	82	65
		PT5	40	1590	65	70	65	82	65
		PT6	41	1590	65	70	65	82	65
		PT7	42	1590	65	70	65	82	65
		PT8	43						
ROADWAY 10 ; WORMANS MILL RD		PT1	44	434	25	19	25	22	25
		PT2	45	434	25	19	25	22	25
		PT3	46	434	25	19	25	22	25
		PT4	47	434	25	19	25	22	25
		PT5	48	434	25	19	25	22	25
		PT6	49	434	25	19	25	22	25
		PT7	50	434	25	19	25	22	25
		PT8	51	434	25	19	25	22	25
		PT9	52						
ROADWAY 11 ; HAYWARD RD		PT1	53	509	25	22	25	26	25
		PT2	54						
ROADWAY 12 ; HAYWARD RD		PT1	55	509	25	22	25	26	25
		PT2	56						
ROADWAY 13 ; TRADING LANE		PT1	57	136	47	3	47	4	47
		PT2	58	136	47	3	47	4	47
		PT3	59	136	47	3	47	4	47
		PT4	60	136	47	3	47	4	47
		PT5	61	136	47	3	47	4	47
		PT6	62						
ROADWAY 14 ; WILLOW RD		PT1	63	208	30	9	30	11	30
		PT2	64	208	30	9	30	11	30
		PT3	65	208	30	9	30	11	30
		PT4	66	208	30	9	30	11	30
		PT5	67	208	30	9	30	11	30
		PT6	68	208	30	9	30	11	30
		PT7	69						
ROADWAY 15 ; WILLOW RD		PT1	70	53	20	2	20	4	20
		PT2	71						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exa52_53

Existing AM Receptors H-52 to H-53

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 15 NB		PT1	1	795	56	35	56	41	56
		PT2	2	795	56	35	56	41	56
		PT3	3	795	56	35	56	41	56
		PT4	4	795	56	35	56	41	56
		PT5	5						
ROADWAY 2 ; 15 NB		PT1	6	1980	56	77	56	70	56
		PT2	7	1980	56	77	56	70	56
		PT3	8						
ROADWAY 3 ; 15 NB		PT1	9	720	56	32	56	37	56
		PT2	10	720	56	32	56	37	56
		PT3	11	720	56	32	56	37	56
		PT4	12	720	56	32	56	37	56
		PT5	13						
ROADWAY 4 ; 15 SB		PT1	14	1964	65	86	65	101	65
		PT2	15	1964	65	86	65	101	65
		PT3	16	1964	65	86	65	101	65
		PT4	17	1964	65	86	65	101	65
		PT5	18						
ROADWAY 5 ; 15 SB		PT1	19	1964	65	86	65	101	65
		PT2	20	1964	65	86	65	101	65
		PT3	21	1964	65	86	65	101	65
		PT4	22						
ROADWAY 6 ; 15 SB		PT1	23	2054	65	90	65	106	65
		PT2	24	2054	65	90	65	106	65

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		PT3	25	2054	65	90	65	106	65
		PT4	26	2054	65	90	65	106	65
		PT5	27	2054	65	90	65	106	65
		PT6	28						
ROADWAY 7 ; BIGGS FORD RD		PT1	29	502	53	12	53	15	53
		PT2	30	502	53	12	53	15	53
		PT3	31						
ROADWAY 8 ; BIGGS FORD RD		PT1	32	106	20	5	20	6	20
		PT2	33						
ROADWAY 9 ; SUNDAYS LANE		PT1	34	1	30	1	30	1	30
		PT2	35	1	30	1	30	1	30
		PT3	36						
ROADWAY 10 ; SUNDAYS LANE		PT1	37	1	30	1	30	1	30
		PT2	38						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

EXA54_55

Existing AM Receptors H-51 to H-55

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; LEWISDALE RD		PT1	1	199	40	2	40	3	40
		PT2	2	199	40	2	40	3	40
		PT3	3						
ROADWAY 2 ; LEWISDALE RD		PT1	4	199	40	2	40	3	40
		PT2	5	199	40	2	40	3	40
		PT3	6	199	40	2	40	3	40
		PT4	7	199	40	2	40	3	40
		PT5	8	199	40	2	40	3	40
		PT6	9	199	40	2	40	3	40
		PT7	10	199	40	2	40	3	40
		PT8	11	199	40	2	40	3	40
		PT9	12	199	40	2	40	3	40
		PT10	13	199	40	2	40	3	40
		PT11	14	199	40	2	40	3	40
		PT12	15	199	40	2	40	3	40
		PT13	16						
ROADWAY 3 ; LEWISDALE RD		PT1	17	162	40	2	40	2	40
		PT2	18	162	40	2	40	2	40
		PT3	19						
ROADWAY 4 ; GREEN VALLEY RD		PT1	20	631	40	6	40	8	40
		PT2	21	631	40	6	40	8	40
		PT3	22						
ROADWAY 5 ; GREEN VALLEY RD		PT1	23	748	40	7	40	10	40
		PT2	24	748	40	7	40	10	40
		PT3	25	748	40	7	40	10	40
		PT4	26						
ROADWAY 6 ; URBANA PIKE		PT1	27	511	30	8	30	6	30
		PT2	28						
ROADWAY 7 ; URBANA PIKE		PT1	29	499	30	8	30	6	30
		PT2	30	499	30	8	30	6	30
		PT3	31	499	30	8	30	6	30
		PT4	32						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:
RUN:

I-270
exp1_5

Existing PM Receptors H-1 to H-5

Roadway	Points								
Name	Name	No.	Segment						
			Autos			MTrucks		HTrucks	
			V	S		V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph
ROADWAY 1 ; ND SVC RD	PT1	1	3586	56	44	56	81	56	
	PT2	2	3586	56	44	56	81	56	
	PT3	3							
ROADWAY 2 ; NB SVC RD	PT1	4	3150	55	39	55	69	55	
	PT2	5							
ROADWAY 3 ; NB ON RAMP	PT1	6	1089	30	14	30	23	30	
	PT2	7	1089	30	14	30	23	30	
	PT3	8	1089	30	14	30	23	30	
	PT4	9	1089	30	14	30	23	30	
	PT5	10	1089	30	14	30	23	30	
	PT6	11							
ROADWAY 4 ; NB 270	PT1	12	4896	56	61	56	106	56	
	PT2	13	4896	56	61	56	106	56	
	PT3	14	4896	56	61	56	106	56	
	PT4	15	4896	56	61	56	106	56	
	PT5	16							
ROADWAY 5 ; OFF TO SVC RD	PT1	17	803	55	10	55	17	55	
	PT2	18	803	55	10	55	17	55	
	PT3	19	803	55	10	55	17	55	
	PT4	20							
ROADWAY 6 ; SB 270	PT1	21	3475	66	43	66	76	66	
	PT2	22	3475	66	43	66	76	66	
	PT3	23							
ROADWAY 7 ; SB 270	PT1	24	2826	68	35	68	61	68	
	PT2	25	2826	68	35	68	61	68	
	PT3	26							
ROADWAY 8 ; SB OFF RAMP	PT1	27	1884	55	23	55	41	55	
	PT2	28	1884	55	23	55	41	55	
	PT3	29	1884	55	23	55	41	55	
	PT4	30							
ROADWAY 9 ; OFF TO SAM EIG EB	PT1	31	930	30	11	30	21	30	
	PT2	32	930	30	11	30	21	30	
	PT3	33							

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ROADWAY 10 ; OFF TO SAM EIG WB	PT1	34	949	30	12	30	20	30
	PT2	35	949	30	12	30	20	30
	PT3	36	949	30	12	30	20	30
	PT4	37	949	30	12	30	20	30
	PT5	38	949	30	12	30	20	30
	PT6	39						
ROADWAY 11 ; SB ON RAMP	PT1	40	1234	30	15	30	27	30
	PT2	41	1234	30	15	30	27	30
	PT3	42	1234	30	15	30	27	30
	PT4	43	1234	30	15	30	27	30
	PT5	44	1234	30	15	30	27	30
	PT6	45						
ROADWAY 12 ; NB SERVICE RD	PT1	46	2348	55	29	55	51	55
	PT2	47						
ROADWAY 13 ; NB SERVICE RD	PT1	48	2348	55	29	55	51	55
	PT2	49	2348	55	29	55	51	55
	PT3	50	2348	55	29	55	51	55
	PT4	51	2348	55	29	55	51	55
	PT5	52	2348	55	29	55	51	55
	PT6	53	2348	55	29	55	51	55
	PT7	54						
ROADWAY 14 ; BN 270	PT1	55	3369	56	42	56	73	56
	PT2	56	3369	56	42	56	73	56
	PT3	57	3369	56	42	56	73	56
	PT4	58	3369	56	42	56	73	56
	PT5	59	3369	56	42	56	73	56
	PT6	60	3369	56	42	56	73	56
	PT7	61	3369	56	42	56	73	56
	PT8	62						
ROADWAY 15 ; NB 270	PT1	63	5699	56	71	56	123	56
	PT2	64						
ROADWAY 16 ; NB 270	PT1	65	5699	56	71	56	123	56
	PT2	66	5699	56	71	56	123	56
	PT3	67	5699	56	71	56	123	56
	PT4	68	5699	56	71	56	123	56
	PT5	69						
ROADWAY 17 ; NB HOV	PT1	70	789	67	1	67	1	67
	PT2	71	789	67	1	67	1	67
	PT3	72	789	67	1	67	1	67
	PT4	73	789	67	1	67	1	67
	PT5	74	789	67	1	67	1	67
	PT6	75	789	67	1	67	1	67
	PT7	76						
ROADWAY 18 ; NB HOV	PT1	77	789	67	1	67	1	67
	PT2	78						
ROADWAY 19 ; NB HOV	PT1	79	789	67	1	67	1	67
	PT2	80	789	67	1	67	1	67

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	PT3	81	789	67	1	67	1	67
	PT4	82	789	67	1	67	1	67
	PT5	83	789	67	1	67	1	67
	PT6	84	789	67	1	67	1	67
	PT7	85	789	67	1	67	1	67
	PT8	86						
ROADWAY 20 ; SB 270	PT1	87	4709	68	58	68	103	68
	PT2	88	4709	68	58	68	103	68
	PT3	89	4709	68	58	68	103	68
	PT4	90						
ROADWAY 21 ; SB 270	PT1	91	4709	68	58	68	103	68
	PT2	92						
ROADWAY 22 ; SB 270	PT1	93	4709	68	58	68	103	68
	PT2	94	4709	68	58	68	103	68
	PT3	95						
ROADWAY 23 ; MUDDY BRANCH NB	PT1	96	1	30	1	30	1	30
	PT2	97	1	30	1	30	1	30
	PT3	98	1	30	1	30	1	30
	PT4	99						
ROADWAY 24 ; MUDDY BRANCH NB (Bridge)	PT1	100	1	30	1	30	1	30
	PT2	101	1	30	1	30	1	30
	PT3	102						
ROADWAY 25 ; MUDDY BRANCH NB	PT1	103	1	30	1	30	1	30
	PT2	104	1	30	1	30	1	30
	PT3	105	1	30	1	30	1	30
	PT4	106						
ROADWAY 26 ; MUDDY BRANCH SB	PT1	107	1	30	1	30	1	30
	PT2	108	1	30	1	30	1	30
	PT3	109	1	30	1	30	1	30
	PT4	110						
ROADWAY 27 ; MUDDY BRANCH SB (Bridge)	PT1	111	1	30	1	30	1	30
	PT2	112	1	30	1	30	1	30
	PT3	113						
ROADWAY 28 ; MUDDY BRANCH SB	PT1	114	1	30	1	30	1	30
	PT2	115	1	30	1	30	1	30
	PT3	116	1	30	1	30	1	30
	PT4	117						
ROADWAY 29 ; SVC RD NB	PT1	118	4677	55	58	55	102	55
	PT2	119	4677	55	58	55	102	55
	PT3	120	4677	55	58	55	102	55
	PT4	121						
ROADWAY 30 ; NB SVC RD	PT1	122	2348	55	29	55	51	55
	PT2	123						
ROADWAY 31 ; NB 270	PT1	124	5699	56	71	56	123	56
	PT2	125						
ROADWAY 32 ; SVC RD-MAINLINE NB	PT1	126	2330	55	29	55	50	55
	PT2	127						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp6_10

Existing PM Receptors H-6 to H-10

Roadway	Points								
Name	Name	No.	Segment						
			Autos			MTrucks		HTrucks	
			V	S		V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB	PT1	1	6644	54		82	54	145	54
	PT2	2	6644	54		82	54	145	54
	PT3	3	6644	54		82	54	145	54
	PT4	4	6644	54		82	54	145	54
	PT5	5	6644	54		82	54	145	54
	PT6	6	6644	54		82	54	145	54
	PT7	7	6644	54		82	54	145	54
	PT8	8	6644	54		82	54	145	54
	PT9	9	6644	54		82	54	145	54
	PT10	10	6644	54		82	54	145	54
	PT11	11	6644	54		82	54	145	54
	PT12	12	6644	54		82	54	145	54
	PT13	13							
ROADWAY 2 ; 270 NB	PT1	14	1	30		1	30	1	30
	PT2	15	1	30		1	30	1	30
	PT3	16	1	30		1	30	1	30
	PT4	17							
ROADWAY 3 ; NB OFF TO EB	PT1	18	1085	30		13	30	24	30
	PT2	19	1085	30		13	30	24	30
	PT3	20	1085	30		13	30	24	30
	PT4	21	1085	30		13	30	24	30
	PT5	22	1085	30		13	30	24	30
	PT6	23	1085	30		13	30	24	30
	PT7	24	1085	30		13	30	24	30
	PT8	25							
ROADWAY 4 ; OFF TO WB	PT1	26	744	30		9	30	17	30
	PT2	27	744	30		9	30	17	30
	PT3	28	744	30		9	30	17	30
	PT4	29	744	30		9	30	17	30
	PT5	30	744	30		9	30	17	30
	PT6	31	744	30		9	30	17	30
	PT7	32	744	30		9	30	17	30

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	PT8	33	744	30	9	30	17	30
	PT9	34	744	30	9	30	17	30
	PT10	35	744	30	9	30	17	30
	PT11	36						
ROADWAY 5 ; NB HOV	PT1	37	789	30	1	30	1	30
	PT2	38						
ROADWAY 6 ; 270 SB	PT1	39	3264	66	41	66	70	66
	PT2	40	3264	66	41	66	70	66
	PT3	41	3264	66	41	66	70	66
	PT4	42	3264	66	41	66	70	66
	PT5	43	3264	66	41	66	70	66
	PT6	44	3264	66	41	66	70	66
	PT7	45	3264	66	41	66	70	66
	PT8	46	3264	66	41	66	70	66
	PT9	47	3264	66	41	66	70	66
	PT10	48	3264	66	41	66	70	66
	PT11	49	3264	66	41	66	70	66
	PT12	50	3264	66	41	66	70	66
	PT13	51	3264	66	41	66	70	66
	PT14	52						
ROADWAY 7 ; MBROOK EB TO 270 SB	PT1	53	1	30	1	30	1	30
	PT2	54	1	30	1	30	1	30
	PT3	55						
ROADWAY 8 ; SB ON RAMP	PT1	56	828	30	14	30	6	30
	PT2	57	828	30	14	30	6	30
	PT3	58	828	30	14	30	6	30
	PT4	59	828	30	14	30	6	30
	PT5	60	828	30	14	30	6	30
	PT6	61	828	30	14	30	6	30
	PT7	62						
ROADWAY 9 ; M'BROOK EB	PT1	63	1710	52	30	52	10	52
	PT2	64						
ROADWAY 10 ; M'BROOK EB	PT1	65	2375	52	41	52	15	52
	PT2	66	2375	52	41	52	15	52
	PT3	67	2375	52	41	52	15	52
	PT4	68	2375	52	41	52	15	52
	PT5	69	2375	52	41	52	15	52
	PT6	70						
ROADWAY 11 ; M'BROOK WB	PT1	71	2428	52	42	52	14	52
	PT2	72	2428	52	42	52	14	52
	PT3	73						
ROADWAY 12 ; M'BROOK WB	PT1	74	2779	52	48	52	18	52
	PT2	75	2779	52	48	52	18	52
	PT3	76	2779	52	48	52	18	52
	PT4	77	2779	52	48	52	18	52
	PT5	78						

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ROADWAY 13 ; M'BROOK RD WB	PT1	79	2779	52	48	52	18	52
	PT2	80	2779	52	48	52	18	52
	PT3	81	2779	52	48	52	18	52
	PT4	82						
ROADWAY 14 ; TO SB RAMP	PT1	83	1	30	1	30	1	30
	PT2	84						
ROADWAY 15 ; SB RAMP FR WB M'BROOK	PT1	85	1	30	1	30	1	30
	PT2	86	1	30	1	30	1	30
	PT3	87						
ROADWAY 16 ; NB 270	PT1	88	5559	54	69	54	121	54
	PT2	89						
ROADWAY 17 ; NB 270 (Bridge)	PT1	90	5559	54	69	54	121	54
	PT2	91						
ROADWAY 18 ; NB 270	PT1	92	5559	54	69	54	121	54
	PT2	93						
ROADWAY 19 ; NB HOV	PT1	94	789	54	1	54	1	54
	PT2	95	789	54	1	54	1	54
	PT3	96	789	54	1	54	1	54
	PT4	97	789	54	1	54	1	54
	PT5	98	789	54	1	54	1	54
	PT6	99	789	54	1	54	1	54
	PT7	100	789	54	1	54	1	54
	PT8	101	789	54	1	54	1	54
	PT9	102	789	54	1	54	1	54
	PT10	103	789	54	1	54	1	54
	PT11	104	789	54	1	54	1	54
	PT12	105	789	54	1	54	1	54
	PT13	106	789	54	1	54	1	54
	PT14	107	789	54	1	54	1	54
	PT15	108						
ROADWAY 20 ; NB HOV (Bridge)	PT1	109	789	54	1	54	1	54
	PT2	110						
ROADWAY 21 ; NB HOV	PT1	111	789	54	1	54	1	54
	PT2	112	789	54	1	54	1	54
	PT3	113	789	54	1	54	1	54
	PT4	114						
ROADWAY 22 ; SB 270	PT1	115	2370	65	81	65	76	65
	PT2	116	2370	65	81	65	76	65
	PT3	117	2370	65	81	65	76	65
	PT4	118	2370	65	81	65	76	65
	PT5	119						
ROADWAY 23 ; SB 270 (Bridge)	PT1	120	2370	65	81	65	76	65
	PT2	121						
ROADWAY 24 ; SB 270	PT1	122	2370	65	81	65	76	65
	PT2	123	2370	65	81	65	76	65
	PT3	124						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

RUN:

I-270

exp11_13

Existing PM Receptors H-11 to H-13

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	3092	42	105	42	99	42
		PT2	2	3092	42	105	42	99	42
		PT3	3	3092	42	105	42	99	42
		PT4	4						
ROADWAY 2 ; 270 NB		PT1	5	3179	55	108	55	102	55
		PT2	6	3179	55	108	55	102	55
		PT3	7	3179	55	108	55	102	55
		PT4	8	3179	55	108	55	102	55
		PT5	9	3179	55	108	55	102	55
		PT6	10	3179	55	108	55	102	55
		PT7	11	3179	55	108	55	102	55
		PT8	12						
ROADWAY 3 ; NB ON RAMP		PT1	13	87	30	3	30	3	30
		PT2	14	87	30	3	30	3	30
		PT3	15	87	30	3	30	3	30
		PT4	16	87	30	3	30	3	30
		PT5	17	87	30	3	30	3	30
		PT6	18	87	30	3	30	3	30
		PT7	19	87	30	3	30	3	30
		PT8	20	87	30	3	30	3	30
		PT9	21						
ROADWAY 4 ; NB HOV		PT1	22	712	64	1	64	1	64
		PT2	23	712	64	1	64	1	64
		PT3	24	712	64	1	64	1	64
		PT4	25	712	64	1	64	1	64
		PT5	26	712	64	1	64	1	64
		PT6	27	712	64	1	64	1	64

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	PT7	28	712	64	1	64	1	64
	PT8	29	712	64	1	64	1	64
	PT9	30	712	64	1	64	1	64
	PT10	31	712	64	1	64	1	64
	PT11	32	712	64	1	64	1	64
	PT12	33						
ROADWAY 5 ; 270 SB	PT1	34	2229	67	76	67	71	67
	PT2	35	2229	67	76	67	71	67
	PT3	36	2229	67	76	67	71	67
	PT4	37	2229	67	76	67	71	67
	PT5	38	2229	67	76	67	71	67
	PT6	39	2229	67	76	67	71	67
	PT7	40	2229	67	76	67	71	67
	PT8	41	2229	67	76	67	71	67
	PT9	42	2229	67	76	67	71	67
	PT10	43						
ROADWAY 6 ; 270 SB	PT1	44	2238	64	76	64	72	64
	PT2	45	2238	64	76	64	72	64
	PT3	46	2238	64	76	64	72	64
	PT4	47	2238	64	76	64	72	64
	PT5	48	2238	64	76	64	72	64
	PT6	49						
ROADWAY 7 ; SB OFF	PT1	50	209	30	7	30	7	30
	PT2	51	209	30	7	30	7	30
	PT3	52	209	30	7	30	7	30
	PT4	53	209	30	7	30	7	30
	PT5	54	209	30	7	30	7	30
	PT6	55						
ROADWAY 8 ; SB ON RAMP	PT1	56	161	30	6	30	5	30
	PT2	57	161	30	6	30	5	30
	PT3	58	161	30	6	30	5	30
	PT4	59	161	30	6	30	5	30
	PT5	60	161	30	6	30	5	30
	PT6	61	161	30	6	30	5	30
	PT7	62	161	30	6	30	5	30
	PT8	63	161	30	6	30	5	30
	PT9	64	161	30	6	30	5	30
	PT10	65	161	30	6	30	5	30
	PT11	66						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp14_16

Existing PM Receptors H-14 to H-16

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	3582	53	122	53	115	53
		PT2	2	3582	53	122	53	115	53
		PT3	3	3582	53	122	53	115	53
		PT4	4	3582	53	122	53	115	53
		PT5	5	3582	53	122	53	115	53
		PT6	6	3582	53	122	53	115	53
		PT7	7	3582	53	122	53	115	53
		PT8	8	3582	53	122	53	115	53
		PT9	9	3582	53	122	53	115	53
		PT10	10						
ROADWAY 2 ; 270 SB		PT1	11	2138	61	73	61	68	61
		PT2	12	2138	61	73	61	68	61
		PT3	13	2138	61	73	61	68	61
		PT4	14	2138	61	73	61	68	61
		PT5	15	2138	61	73	61	68	61
		PT6	16	2138	61	73	61	68	61
		PT7	17	2138	61	73	61	68	61
		PT8	18	2138	61	73	61	68	61
		PT9	19	2138	61	73	61	68	61
		PT10	20	2138	61	73	61	68	61
		PT11	21	2138	61	73	61	68	61
		PT12	22	2138	61	73	61	68	61
		PT13	23						
ROADWAY 3 ; FREDERICK RD		PT1	24	1	30	1	30	1	30

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	PT2	25	1	30	1	30	1	30
	PT3	26	1	30	1	30	1	30
	PT4	27	1	30	1	30	1	30
	PT5	28	1	30	1	30	1	30
	PT6	29	1	30	1	30	1	30
	PT7	30	1	30	1	30	1	30
	PT8	31	1	30	1	30	1	30
	PT9	32	1	30	1	30	1	30
	PT10	33	1	30	1	30	1	30
	PT11	34	1	30	1	30	1	30
	PT12	35						
ROADWAY 4 ; COMUS RD	PT1	36	1	30	1	30	1	30
	PT2	37						
ROADWAY 5 ; COMUS RD (Bridge)	PT1	38	1	30	1	30	1	30
	PT2	39						
ROADWAY 6 ; COMUS RD	PT1	40	1	30	1	30	1	30
	PT2	41	1	30	1	30	1	30
	PT3	42	1	30	1	30	1	30
	PT4	43						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp17

Existing PM Receptor H-17

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	3582	53	122	53	115	53
		PT2	2	3582	53	122	53	115	53
		PT3	3	3582	53	122	53	115	53
		PT4	4	3582	53	122	53	115	53
		PT5	5	3582	53	122	53	115	53
		PT6	6						
ROADWAY 2 ; 270 SB		PT1	7	2039	61	70	61	65	61
		PT2	8						
ROADWAY 3 ; 270 SB		PT1	9	2137	61	73	61	69	61
		PT2	10	2137	61	73	61	69	61
		PT3	11	2137	61	73	61	69	61
		PT4	12	2137	61	73	61	69	61
		PT5	13	2137	61	73	61	69	61
		PT6	14						
ROADWAY 4 ; SB ON RAMP		PT1	15	98	30	3	30	4	30
		PT2	16	98	30	3	30	4	30
		PT3	17	98	30	3	30	4	30
		PT4	18	98	30	3	30	4	30
		PT5	19	98	30	3	30	4	30
		PT6	20						
ROADWAY 5 ; PEACH TREE RD		PT1	21	1	30	1	30	1	30
		PT2	22	1	30	1	30	1	30
		PT3	23	1	30	1	30	1	30
		PT4	24	1	30	1	30	1	30
		PT5	25	1	30	1	30	1	30
		PT6	26	1	30	1	30	1	30
		PT7	27	1	30	1	30	1	30
		PT8	28	1	30	1	30	1	30
		PT9	29	1	30	1	30	1	30
		PT10	30	1	30	1	30	1	30
		PT11	31	1	30	1	30	1	30
		PT12	32						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp18_20

Existing PM Receptors H-18 to H-20

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	3336	56	114	56	106	56
		PT2	2	3336	56	114	56	106	56
		PT3	3	3336	56	114	56	106	56
		PT4	4	3336	56	114	56	106	56
		PT5	5	3336	56	114	56	106	56
		PT6	6	3336	56	114	56	106	56
		PT7	7	3336	56	114	56	106	56
		PT8	8	3336	56	114	56	106	56
		PT9	9	3336	56	114	56	106	56
		PT10	10						
ROADWAY 2 ; 270 SB		PT1	11	2076	61	71	61	67	61
		PT2	12	2076	61	71	61	67	61
		PT3	13	2076	61	71	61	67	61
		PT4	14	2076	61	71	61	67	61
		PT5	15	2076	61	71	61	67	61
		PT6	16	2076	61	71	61	67	61
		PT7	17	2076	61	71	61	67	61
		PT8	18	2076	61	71	61	67	61
		PT9	19	2076	61	71	61	67	61
		PT10	20	2076	61	71	61	67	61
		PT11	21						
ROADWAY 3 ; FIRE TOWER RD		PT1	22	1	30	1	30	1	30
		PT2	23	1	30	1	30	1	30
		PT3	24	1	30	1	30	1	30
		PT4	25	1	30	1	30	1	30

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	PT5	26	1	30	1	30	1	30
	PT6	27	1	30	1	30	1	30
	PT7	28	1	30	1	30	1	30
	PT8	29						
ROADWAY 4 ; FIRE TOWER RD	PT1	30	1	30	1	30	1	30
	PT2	31	1	30	1	30	1	30
	PT3	32	1	30	1	30	1	30
	PT4	33						
ROADWAY 5 ; 270 NB	PT1	34	3336	56	114	56	106	56
	PT2	35	3336	56	114	56	106	56
	PT3	36	3336	56	114	56	106	56
	PT4	37	3336	56	114	56	106	56
	PT5	38						
ROADWAY 6 ; 270 SB	PT1	39	2076	61	71	61	67	61
	PT2	40	2076	61	71	61	67	61
	PT3	41	2076	61	71	61	67	61
	PT4	42	2076	61	71	61	67	61
	PT5	43	2076	61	71	61	67	61
	PT6	44	2076	61	71	61	67	61
	PT7	45	2076	61	71	61	67	61
	PT8	46	2076	61	71	61	67	61
	PT9	47	2076	61	71	61	67	61
	PT10	48	2076	61	71	61	67	61
	PT11	49	2076	61	71	61	67	61
	PT12	50	2076	61	71	61	67	61
	PT13	51	2076	61	71	61	67	61
	PT14	52	2076	61	71	61	67	61
	PT15	53	2076	61	71	61	67	61
	PT16	54	2076	61	71	61	67	61
	PT17	55	2076	61	71	61	67	61
	PT18	56	2076	61	71	61	67	61
	PT19	57						
ROADWAY 7 ; FIRE TOWER RD	PT1	58	1	30	1	30	1	30
	PT2	59	1	30	1	30	1	30
	PT3	60	1	30	1	30	1	30
	PT4	61	1	30	1	30	1	30
	PT5	62	1	30	1	30	1	30
	PT6	63	1	30	1	30	1	30
	PT7	64						

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ROADWAY 8 ; RD PERRY RD	PT1	65	1	30	1	30	1	30
	PT2	66	1	30	1	30	1	30
	PT3	67	1	30	1	30	1	30
	PT4	68						
ROADWAY 9 ; DR PERRY RD	PT1	69	1	30	1	30	1	30
	PT2	70	1	30	1	30	1	30
	PT3	71						
ROADWAY 10 ; 270 NB	PT1	72	3336	56	114	56	161	56
	PT2	73	3336	56	114	56	161	56
	PT3	74						
ROADWAY 11 ; 270 NB (Bridge)	PT1	75	3336	56	114	56	106	56
	PT2	76						
ROADWAY 12 ; 270 NB	PT1	77	3336	56	114	56	106	56
	PT2	78	3336	56	114	56	106	56
	PT3	79	3336	56	114	56	106	56
	PT4	80	3336	56	114	56	106	56
	PT5	81	3336	56	114	56	106	56
	PT6	82	3336	56	114	56	106	56
	PT7	83	3336	56	114	56	106	56
	PT8	84	3336	56	114	56	106	56
	PT9	85	3336	56	114	56	106	56
	PT10	86	3336	56	114	56	106	56
	PT11	87	3336	56	114	56	106	56
	PT12	88	3336	56	114	56	106	56
	PT13	89	3336	56	114	56	106	56
	PT14	90	3336	56	114	56	106	56
	PT15	91	3336	56	114	56	106	56
	PT16	92						
ROADWAY 13 ; 270 SB	PT1	93	2076	61	71	61	67	61
	PT2	94	2076	61	71	61	67	61
	PT3	95	2076	61	71	61	67	61
	PT4	96	2076	61	71	61	67	61
	PT5	97						
ROADWAY 14 ; 270 SB (Bridge)	PT1	98	2076	61	71	61	67	61
	PT2	99						
ROADWAY 15 ; 270 SB	PT1	100	2076	61	71	61	67	61
	PT2	101	2076	61	71	61	67	61
	PT3	102						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp21_24

Existing PM Receptors H-21 to H-24

Roadway	Points								
Name	Name	No.	Segment						
			Autos			MTrucks		HTrucks	
			V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	
ROADWAY 1 ; 270 NB	PT1	1	2988	56	102	56	96	56	
	PT2	2	2988	56	102	56	96	56	
	PT3	3							
ROADWAY 2 ; 270 NB	PT1	4	3255	56	111	56	104	56	
	PT2	5	3255	56	111	56	104	56	
	PT3	6	3255	56	111	56	104	56	
	PT4	7	3255	56	111	56	104	56	
	PT5	8	3255	56	111	56	104	56	
	PT6	9	3255	56	111	56	104	56	
	PT7	10	3255	56	111	56	104	56	
	PT8	11	3255	56	111	56	104	56	
	PT9	12	3255	56	111	56	104	56	
	PT10	13							
ROADWAY 3 ; NB OFF RAMP	PT1	14	347	30	12	30	11	30	
	PT2	15	347	30	12	30	11	30	
	PT3	16	347	30	12	30	11	30	
	PT4	17	347	30	12	30	11	30	
	PT5	18	347	30	12	30	11	30	
	PT6	19	347	30	12	30	11	30	
	PT7	20	347	30	12	30	11	30	
	PT8	21	347	30	12	30	11	30	
	PT9	22							
ROADWAY 4 ; NB OFF RAMP TO 80 EB	PT1	23	293	30	10	30	9	30	
	PT2	24							
ROADWAY 5 ; BD OFF RAMP TO 80 WB	PT1	25	54	30	2	30	2	30	

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	PT2	26	54	30	2	30	2	30
	PT3	27	54	30	2	30	2	30
	PT4	28						
ROADWAY 6 ; MD 80	PT1	29	1051	25	10	25	14	25
	PT2	30	1051	25	10	25	14	25
	PT3	31						
ROADWAY 7 ; MD 80	PT1	32	1051	25	10	25	14	25
	PT2	33						
ROADWAY 8 ; MD 80	PT1	34	1051	25	10	25	14	25
	PT2	35						
ROADWAY 9 ; MD 80	PT1	36	1051	25	10	25	14	25
	PT2	37						
ROADWAY 10 ; MD 80	PT1	38	556	25	5	25	8	25
	PT2	39						
ROADWAY 11 ; MD 80	PT1	40	556	25	5	25	8	25
	PT2	41						
ROADWAY 12 ; MD 80	PT1	42	1	30	1	30	1	30
	PT2	43						
ROADWAY 13 ; MD 80	PT1	44	556	25	5	25	8	25
	PT2	45						
ROADWAY 14 ; NB ON RAMP	PT1	46	211	30	2	30	3	30
	PT2	47	211	30	2	30	3	30
	PT3	48	211	30	2	30	3	30
	PT4	49						
ROADWAY 15 ; NB ON RAMP	PT1	50	66	30	1	30	1	30
	PT2	51						
ROADWAY 16 ; NB ON RAMP	PT1	52	278	30	3	30	3	30
	PT2	53	278	30	3	30	3	30
	PT3	54	278	30	3	30	3	30
	PT4	55	278	30	3	30	3	30
	PT5	56	278	30	3	30	3	30
	PT6	57	278	30	3	30	3	30
	PT7	58	278	30	3	30	3	30
	PT8	59	278	30	3	30	3	30
	PT9	60	278	30	3	30	3	30
	PT10	61						
ROADWAY 17 ; MD 80	PT1	62	1	30	1	30	1	30
	PT2	63	1	30	1	30	1	30
	PT3	64	1	30	1	30	1	30
	PT4	65	1	30	1	30	1	30

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	PT5	66	1	30	1	30	1	30
	PT6	67	1	30	1	30	1	30
	PT7	68	1	30	1	30	1	30
	PT8	69	1	30	1	30	1	30
	PT9	70						
ROADWAY 18 ; 270 SB	PT1	71	2058	61	70	61	66	61
	PT2	72	2058	61	70	61	66	61
	PT3	73	2058	61	70	61	66	61
	PT4	74	2058	61	70	61	66	61
	PT5	75	2058	61	70	61	66	61
	PT6	76	2058	61	70	61	66	61
	PT7	77	2058	61	70	61	66	61
	PT8	78	2058	61	70	61	66	61
	PT9	79	2058	61	70	61	66	61
	PT10	80	2058	61	70	61	66	61
	PT11	81	2058	61	70	61	66	61
	PT12	82	2058	61	70	61	66	61
	PT13	83	2058	61	70	61	66	61
	PT14	84	2058	61	70	61	66	61
	PT15	85	2058	61	70	61	66	61
	PT16	86	2058	61	70	61	66	61
	PT17	87						
ROADWAY 19 ; 270 SB (Bridge)	PT1	88	2058	61	70	61	66	61
	PT2	89						
ROADWAY 20 ; 270 SB	PT1	90	2077	61	71	61	66	61
	PT2	91	2077	61	71	61	66	61
	PT3	92	2077	61	71	61	66	61
	PT4	93	2077	61	71	61	66	61
	PT5	94						
ROADWAY 21 ; 270 NB	PT1	95	1	30	1	30	1	30
	PT2	96	1	30	1	30	1	30
	PT3	97						
ROADWAY 22 ; 270 NB	PT1	98	3336	56	114	56	104	56
	PT2	99	3336	56	114	56	104	56
	PT3	100						
ROADWAY 23 ; 270 NB (Bridge)	PT1	101	3336	56	114	56	106	56
	PT2	102						
ROADWAY 24 ; 270 NB	PT1	103	3336	56	114	56	106	56
	PT2	104						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp25_27

Existing PM Receptors H-25 to H-27

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	3255	56	111	56	104	56
		PT2	2	3255	56	111	56	104	56
		PT3	3	3255	56	111	56	104	56
		PT4	4	3255	56	111	56	104	56
		PT5	5						
ROADWAY 2 ; 270 NB		PT1	6	3255	56	111	56	104	56
		PT2	7						
ROADWAY 3 ; BAKER VALLEY RD		PT1	8	1	30	1	30	1	30
		PT2	9	1	30	1	30	1	30
		PT3	10	1	30	1	30	1	30
		PT4	11						
ROADWAY 4 ; 270 NB		PT1	12	3255	56	111	56	104	56
		PT2	13	3255	56	111	56	104	56
		PT3	14	3255	56	111	56	104	56
		PT4	15	3255	56	111	56	104	56
		PT5	16	3255	56	111	56	104	56
		PT6	17						
ROADWAY 5 ; 270 NB (Bridge)		PT1	18	3255	56	111	56	104	56
		PT2	19						
ROADWAY 6 ; 270 NB		PT1	20	3255	56	111	56	104	56
		PT2	21	3255	56	111	56	104	56
		PT3	22	3255	56	111	56	104	56
		PT4	23						
ROADWAY 7 ; 270 SB		PT1	24	2058	61	70	61	66	61

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		PT2	25	2058	61	70	61	66	61
		PT3	26	2058	61	70	61	66	61
		PT4	27	2058	61	70	61	66	61
		PT5	28						
ROADWAY 8 ; 270 SB (Bridge)		PT1	29	2058	61	70	61	166	61
		PT2	30						
ROADWAY 9 ; 270 SB		PT1	31	2058	61	70	61	66	61
		PT2	32	2058	61	70	61	66	61
		PT3	33	2058	61	70	61	66	61
		PT4	34	2058	61	70	61	66	61
		PT5	35	2058	61	70	61	66	61
		PT6	36	2058	61	70	61	66	61
		PT7	37	2058	61	70	61	66	61
		PT8	38	2058	61	70	61	66	61
		PT9	39	2058	61	70	61	66	61
		PT10	40	2058	61	70	61	66	61
		PT11	41						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp28_30

Existing PM Receptors H-28 to H-30

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	3255	56	111	56	104	56
		PT2	2	3255	56	111	56	104	56
		PT3	3						
ROADWAY 2 ; 270 NB		PT1	4	3255	56	111	56	104	56
		PT2	5	3255	56	111	56	104	56
		PT3	6	3255	56	111	56	104	56
		PT4	7						
ROADWAY 3 ; 270 NB		PT1	8	3255	56	111	56	104	56
		PT2	9	3255	56	111	56	104	56
		PT3	10	3255	56	111	56	104	56
		PT4	11	3255	56	111	56	104	56
		PT5	12	3255	56	111	56	104	56
		PT6	13						
ROADWAY 4 ; 270 SB		PT1	14	2058	61	70	61	66	61
		PT2	15	2058	61	70	61	66	61
		PT3	16	2058	61	70	61	66	61
		PT4	17	2058	61	70	61	66	61
		PT5	18	2058	61	70	61	66	61
		PT6	19						
ROADWAY 5 ; 270 SB		PT1	20	2058	61	70	61	66	61
		PT2	21	2058	61	70	61	66	61
		PT3	22	2058	61	70	61	66	61
		PT4	23	2058	61	70	61	66	61
		PT5	24						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

RUN:

I-270

exp31_34

Existing PM Receptors H-1 to H-5

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 270 NB		PT1	1	3895	57	133	57	224	57
		PT2	2						
ROADWAY 2 ; 270 NB		PT1	3	3402	57	122	57	190	57
		PT2	4	3402	57	122	57	190	57
		PT3	5	3402	57	122	57	190	57
		PT4	6	3402	57	122	57	190	57
		PT5	7	3402	57	122	57	190	57
		PT6	8	3402	57	122	57	190	57
		PT7	9						
ROADWAY 3 ; 40 NB		PT1	10	3419	57	130	57	65	57
		PT2	11						
ROADWAY 4 ; 40 NB		PT1	12	3419	57	130	57	65	57
		PT2	13	3419	57	130	57	65	57
		PT3	14						
ROADWAY 5 ; 70 WB		PT1	15	1234	67	54	67	89	67
		PT2	16	1234	67	54	67	89	67
		PT3	17						
ROADWAY 6 ; NB ON RAMP		PT1	18	1283	30	56	30	93	30
		PT2	19	1283	30	56	30	93	30
		PT3	20	1283	30	56	30	93	30
		PT4	21	1283	30	56	30	93	30
		PT5	22	1283	30	56	30	93	30
		PT6	23	1283	30	56	30	93	30
		PT7	24	1283	30	56	30	93	30
		PT8	25	1283	30	56	30	93	30
		PT9	26	1283	30	56	30	93	30
		PT10	27						
ROADWAY 7 ; 40 SB		PT1	28	2176	57	83	57	41	57
		PT2	29	2176	57	83	57	41	57

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	PT3	30	2176	57	83	57	41	57
	PT4	31						
ROADWAY 8 ; 40 SB	PT1	32	2176	57	83	57	41	57
	PT2	33						
ROADWAY 9 ; 270 SB	PT1	34	1046	57	40	57	20	57
	PT2	35	1046	57	40	57	20	57
	PT3	36	1046	57	40	57	20	57
	PT4	37	1046	57	40	57	20	57
	PT5	38						
ROADWAY 10 ; 270 SB	PT1	39	1046	57	40	57	20	57
	PT2	40						
ROADWAY 11 ; 270 SB	PT1	41	2268	56	77	56	73	56
	PT2	42	2268	56	77	56	73	56
	PT3	43	2268	56	77	56	73	56
	PT4	44						
ROADWAY 12 ; SB OFF TO 70 EB	PT1	45	1130	30	43	30	21	30
	PT2	46	1130	30	43	30	21	30
	PT3	47	1130	30	43	30	21	30
	PT4	48	1130	30	43	30	21	30
	PT5	49	1130	30	43	30	21	30
	PT6	50	1130	30	43	30	21	30
	PT7	51	1130	30	43	30	21	30
	PT8	52	1130	30	43	30	21	30
	PT9	53	1130	30	43	30	21	30
	PT10	54	1130	30	43	30	21	30
	PT11	55	1130	30	43	30	21	30
	PT12	56						
ROADWAY 13 ; SB ON FROM 70 EB	PT1	57	1176	30	51	30	85	30
	PT2	58	1176	30	51	30	85	30
	PT3	59	1176	30	51	30	85	30
	PT4	60	1176	30	51	30	85	30
	PT5	61	1176	30	51	30	85	30
	PT6	62	1176	30	51	30	85	30
	PT7	63	1176	30	51	30	85	30
	PT8	64	1176	30	51	30	85	30
	PT9	65	1176	30	51	30	85	30
	PT10	66						
ROADWAY 14 ; 70 EB	PT1	67	327	67	14	67	25	67
	PT2	68	327	67	14	67	25	67
	PT3	69						
ROADWAY 15 ; 70 EB	PT1	70	1398	67	60	67	102	67
	PT2	71						
ROADWAY 16 ; NEW DESIGN RD	PT1	72	1	30	1	30	1	30

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	PT2	73							
ROADWAY 17 ; NEW DESIGN RD (Bridge)	PT1	74	1	30	1	30	1	30	
	PT2	75							
ROADWAY 18 ; NEW DESIGN RD	PT1	76	1	30	1	30	1	30	
	PT2	77							
ROADWAY 19 ; 70 EB (Bridge)	PT1	78	1398	67	60	67	102	67	
	PT2	79							
ROADWAY 20 ; NB OFF TO 70W	PT1	80	1848	30	63	30	57	30	
	PT2	81	1848	30	63	30	57	30	
	PT3	82	1848	30	63	30	57	30	
	PT4	83	1848	30	63	30	57	30	
	PT5	84							
ROADWAY 21 ; OFF TO 70W (Bridge)	PT1	85	1848	30	63	30	59	30	
	PT2	86							
ROADWAY 22 ; OFF TO 70W	PT1	87	1848	30	63	30	59	30	
	PT2	88	1848	30	63	30	59	30	
	PT3	89	1848	30	63	30	59	30	
	PT4	90	1848	30	63	30	59	30	
	PT5	91	1848	30	63	30	59	30	
	PT6	92	1848	30	63	30	59	30	
	PT7	93							
ROADWAY 23 ; OFF TO 70W (Over 70E)	PT1	94	1848	30	63	30	59	30	
	PT2	95							
ROADWAY 24 ; OFF TO 70W	PT1	96	1848	30	63	30	59	30	
	PT2	97	1848	30	63	30	59	30	
	PT3	98	1848	30	63	30	59	30	
	PT4	99	1848	30	63	30	59	30	
	PT5	100							
ROADWAY 25 ; OFF TO 70W (Over 270)	PT1	101	1848	30	63	30	59	30	
	PT2	102							
ROADWAY 26 ; 70W (Over 270)	PT1	103	1234	67	54	67	89	67	
	PT2	104							
ROADWAY 27 ; 70W (Over 270)	PT1	105	2999	67	130	67	218	67	
	PT2	106							
ROADWAY 28 ; 70W	PT1	107	2999	67	130	67	218	67	
	PT2	108	2999	67	130	67	218	67	
	PT3	109							
ROADWAY 29 ; 70W (Over SB OFF)	PT1	110	2999	67	130	67	218	67	
	PT2	111							
ROADWAY 30 ; 70W	PT1	112	2999	67	130	67	218	67	
	PT2	113							

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp34_42

Existing PM Receptors H-34 to H-42

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 15/40 NB		PT1	1	2450	57	93	57	47	57
		PT2	2	2450	57	93	57	47	57
		PT3	3						
ROADWAY 2 ; 15/40 NB		PT1	4	3923	57	149	57	75	57
		PT2	5	3923	57	149	57	75	57
		PT3	6	3923	57	149	57	75	57
		PT4	7	3923	57	149	57	75	57
		PT5	8	3923	57	149	57	75	57
		PT6	9	3923	57	149	57	75	57
		PT7	10						
ROADWAY 3 ; 15/40 NB		PT1	11	3851	57	147	57	76	57
		PT2	12	3851	57	147	57	76	57
		PT3	13						
ROADWAY 4 ; 15 NB		PT1	14	3851	57	147	57	76	57
		PT2	15						
ROADWAY 5 ; 15 NB		PT1	16	2730	57	104	57	52	57
		PT2	17	2730	57	104	57	52	57
		PT3	18	2730	57	104	57	52	57
		PT4	19						
ROADWAY 6 ; 15 NB		PT1	20	2968	54	118	54	102	54
		PT2	21	2968	54	118	54	102	54
		PT3	22	2968	54	118	54	102	54
		PT4	23						
ROADWAY 7 ; 15 NB		PT1	24	3133	54	125	54	107	54
		PT2	25	3133	54	125	54	107	54
		PT3	26	3133	54	125	54	107	54
		PT4	27						
ROADWAY 8 ; 15 SB		PT1	28	2717	55	103	55	152	55

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		PT2	29						
ROADWAY 9 ; 15 SB		PT1	30	2986	55	114	55	56	55
		PT2	31	2986	55	114	55	56	55
		PT3	32	2986	55	114	55	56	55
		PT4	33	2986	55	114	55	56	55
		PT5	34	2986	55	114	55	56	55
		PT6	35	2986	55	114	55	56	55
		PT7	36	2986	55	114	55	56	55
		PT8	37						
ROADWAY 10 ; 15 SB		PT1	38	2094	55	80	55	40	55
		PT2	39						
ROADWAY 11 ; 15 SB		PT1	40	2201	55	87	55	76	55
		PT2	41						
ROADWAY 12 ; 15 SB		PT1	42	2132	55	85	55	73	55
		PT2	43						
ROADWAY 13 ; 15/40 SB		PT1	44	2902	55	110	55	56	55
		PT2	45	2902	55	110	55	56	55
		PT3	46	2902	55	110	55	56	55
		PT4	47	2902	55	110	55	56	55
		PT5	48	2902	55	110	55	56	55
		PT6	49	2902	55	110	55	56	55
		PT7	50						
ROADWAY 14 ; 15/40 SB		PT1	51	2280	55	87	55	43	55
		PT2	52	2280	55	87	55	43	55
		PT3	53	2280	55	87	55	43	55
		PT4	54	2280	55	87	55	43	55
		PT5	55						
ROADWAY 15 ; NB ON FROM JEFF. ST		PT1	56	1473	30	56	30	28	30
		PT2	57	1473	30	56	30	28	30
		PT3	58	1473	30	56	30	28	30
		PT4	59	1473	30	56	30	28	30
		PT5	60	1473	30	56	30	28	30
		PT6	61	1473	30	56	30	28	30
		PT7	62	1473	30	56	30	28	30
		PT8	63						
ROADWAY 16 ; NB OFF TO MD144 EB		PT1	64	69	30	3	30	1	30
		PT2	65	69	30	3	30	1	30
		PT3	66	69	30	3	30	1	30
		PT4	67	69	30	3	30	1	30
		PT5	68	69	30	3	30	1	30
		PT6	69	69	30	3	30	1	30
		PT7	70	69	30	3	30	1	30

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	PT8	71	69	30	3	30	1	30
	PT9	72	69	30	3	30	1	30
	PT10	73	69	30	3	30	1	30
	PT11	74						
ROADWAY 17 ; NB ON FROM MD144	PT1	75	1	30	1	30	1	30
	PT2	76	1	30	1	30	1	30
	PT3	77	1	30	1	30	1	30
	PT4	78	1	30	1	30	1	30
	PT5	79	1	30	1	30	1	30
	PT6	80	1	30	1	30	1	30
	PT7	81	1	30	1	30	1	30
	PT8	82	1	30	1	30	1	30
	PT9	83	1	30	1	30	1	30
	PT10	84	1	30	1	30	1	30
	PT11	85	1	30	1	30	1	30
	PT12	86	1	30	1	30	1	30
	PT13	87						
ROADWAY 18 ; NB OFF TO MD144 WB	PT1	88	1123	30	43	30	22	30
	PT2	89	1123	30	43	30	22	30
	PT3	90	1123	30	43	30	22	30
	PT4	91	1123	30	43	30	22	30
	PT5	92	1123	30	43	30	22	30
	PT6	93	1123	30	43	30	22	30
	PT7	94	1123	30	43	30	22	30
	PT8	95	1123	30	43	30	22	30
	PT9	96	1123	30	43	30	22	30
	PT10	97	1123	30	43	30	22	30
	PT11	98						
ROADWAY 19 ; NB ON FROM MD144 WB	PT1	99	960	30	38	30	33	30
	PT2	100	960	30	38	30	33	30
	PT3	101	960	30	38	30	33	30
	PT4	102	960	30	38	30	33	30
	PT5	103	960	30	38	30	33	30
	PT6	104	960	30	38	30	33	30
	PT7	105						
ROADWAY 20 ; NB OFF TO ROSEMONT	PT1	106	679	30	27	30	23	30
	PT2	107	679	30	27	30	23	30
	PT3	108	679	30	27	30	23	30
	PT4	109	679	30	27	30	23	30
	PT5	110	679	30	27	30	23	30
	PT6	111	679	30	27	30	23	30
	PT7	112						

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ROADWAY 21 ; NB ON FROM ROSEMONT	PT1	113	165	30	4	30	8	30
	PT2	114	165	30	4	30	8	30
	PT3	115	165	30	4	30	8	30
	PT4	116	165	30	4	30	8	30
	PT5	117	165	30	4	30	8	30
	PT6	118	165	30	4	30	8	30
	PT7	119						
ROADWAY 22 ; 2ND STREET	PT1	120	1	30	1	30	1	30
	PT2	121	1	30	1	30	1	30
	PT3	122	1	30	1	30	1	30
	PT4	123						
ROADWAY 23 ; SB OFF TO ROSEMONT AVE	PT1	124	106	30	4	30	3	30
	PT2	125	106	30	4	30	3	30
	PT3	126	106	30	4	30	3	30
	PT4	127	106	30	4	30	3	30
	PT5	128	106	30	4	30	3	30
	PT6	129	106	30	4	30	3	30
	PT7	130	106	30	4	30	3	30
	PT8	131						
ROADWAY 24 ; SB ON FROM ROSEMONT	PT1	132	266	30	6	30	12	30
	PT2	133	266	30	6	30	12	30
	PT3	134	266	30	6	30	12	30
	PT4	135	266	30	6	30	12	30
	PT5	136						
ROADWAY 25 ; ROSEMONT AVE	PT1	137	1502	40	34	40	70	40
	PT2	138						
ROADWAY 26 ; ROSEMONT AVE	PT1	139	1502	40	34	40	70	40
	PT2	140						
ROADWAY 27 ; ROSEMONT AVE	PT1	141	1972	40	44	40	93	40
	PT2	142	1972	40	44	40	93	40
	PT3	143	1972	40	44	40	93	40
	PT4	144						
ROADWAY 28 ; SB OFF TO WB40	PT1	145	891	30	34	30	17	30
	PT2	146	891	30	34	30	17	30
	PT3	147	891	30	34	30	17	30
	PT4	148	891	30	34	30	17	30
	PT5	149	891	30	34	30	17	30
	PT6	150						
ROADWAY 29 ; SB ON FROM WB40	PT1	151	142	30	5	30	3	30
	PT2	152	142	30	5	30	3	30
	PT3	153	142	30	5	30	3	30
	PT4	154	142	30	5	30	3	30

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	PT5	155	142	30	5	30	3	30
	PT6	156	142	30	5	30	3	30
	PT7	157	142	30	5	30	3	30
	PT8	158	142	30	5	30	3	30
	PT9	159						
ROADWAY 30 ; SB ON TO EB40	PT1	160	70	30	3	30	1	30
	PT2	161	70	30	3	30	1	30
	PT3	162	70	30	3	30	1	30
	PT4	163	70	30	3	30	1	30
	PT5	164	70	30	3	30	1	30
	PT6	165	70	30	3	30	1	30
	PT7	166	70	30	3	30	1	30
	PT8	167	70	30	3	30	1	30
	PT9	168						
ROADWAY 31 ; WB 40	PT1	169	650	57	26	57	13	57
	PT2	170						
ROADWAY 32 ; WB 40	PT1	171	2222	57	85	57	42	57
	PT2	172	2222	57	85	57	42	57
	PT3	173						
ROADWAY 33 ; WB 40	PT1	174	2222	57	85	57	42	57
	PT2	175						
ROADWAY 34 ; WB 40	PT1	176	2222	57	185	57	142	57
	PT2	177						
ROADWAY 35 ; EB 40	PT1	178	1063	57	46	57	33	57
	PT2	179						
ROADWAY 36 ; EB 40	PT1	180	1132	57	45	57	39	57
	PT2	181	1132	57	45	57	39	57
	PT3	182						
ROADWAY 37 ; EB 40	PT1	183	547	57	22	57	19	57
	PT2	184						
ROADWAY 38 ; SB ON FROM EB40	PT1	185	724	30	29	30	25	30
	PT2	186	724	30	29	30	25	30
	PT3	187	724	30	29	30	25	30
	PT4	188	724	30	29	30	25	30
	PT5	189	724	30	29	30	25	30
	PT6	190	724	30	29	30	25	30
	PT7	191	724	30	29	30	25	30
	PT8	192						
ROADWAY 39 ; SB OFF TO WB15	PT1	193	619	30	24	30	11	30
	PT2	194	619	30	24	30	11	30
	PT3	195	619	30	24	30	11	30
	PT4	196	619	30	24	30	11	30

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	PT5	197	619	30	24	30	11	30
	PT6	198	619	30	24	30	11	30
	PT7	199	619	30	24	30	11	30
	PT8	200						
ROADWAY 40 ; APPLE AVE	PT1	201	1	30	1	30	1	30
	PT2	202	1	30	1	30	1	30
	PT3	203	1	30	1	30	1	30
	PT4	204	1	30	1	30	1	30
	PT5	205						
ROADWAY 41 ; 15NB (Bridge)	PT1	206	3851	57	147	57	76	57
	PT2	207						
ROADWAY 42 ; 15NB	PT1	208	3851	57	147	57	76	57
	PT2	209						
ROADWAY 43 ; 15 SB (Bridge)	PT1	210	2201	55	87	55	76	55
	PT2	211						
ROADWAY 44 ; I-15 SB	PT1	212	2201	55	87	55	76	55
	PT2	213						
ROADWAY 45 ; 15 NB	PT1	214	3705	51	141	51	71	51
	PT2	215	3705	51	141	51	71	51
	PT3	216	3705	51	141	51	71	51
	PT4	217	3705	51	141	51	71	51
	PT5	218	3705	51	141	51	71	51
	PT6	219	3705	51	141	51	71	51
	PT7	220	3705	51	141	51	71	51
	PT8	221	3705	51	141	51	71	51
	PT9	222						
ROADWAY 46 ; 15 NB (Bridge)	PT1	223	3705	51	141	51	71	51
	PT2	224						
ROADWAY 47 ; 15 NB	PT1	225	3705	51	141	51	71	51
	PT2	226						
ROADWAY 48 ; 15 SB	PT1	227	2779	55	110	55	96	55
	PT2	228	2779	55	110	55	96	55
	PT3	229	2779	55	110	55	96	55
	PT4	230	2779	55	110	55	96	55
	PT5	231						
ROADWAY 49 ; 15 SB (Bridge)	PT1	232	2779	55	110	55	96	55
	PT2	233						
ROADWAY 50 ; 15 SB	PT1	234	2779	55	110	55	96	55
	PT2	235						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:
RUN:

I-270
exp43_47

Existing PM Receptors H-43 to H-47

Roadway	Points								
Name	Name	No.	Segment						
			Autos		MTrucks		HTrucks		
			V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	
ROADWAY 1 ; 15 NB	PT1	1	2761	54	110	54	95	54	
	PT2	2	2761	54	110	54	95	54	
	PT3	3	2761	54	110	54	95	54	
	PT4	4							
ROADWAY 2 ; 15 NB	PT1	5	3192	53	127	53	110	53	
	PT2	6	3192	53	127	53	110	53	
	PT3	7	3192	53	127	53	110	53	
	PT4	8							
ROADWAY 3 ; 15 NB	PT1	9	2713	55	108	55	93	55	
	PT2	10	2713	55	108	55	93	55	
	PT3	11	2713	55	108	55	93	55	
	PT4	12							
ROADWAY 4 ; 15 NB	PT1	13	3023	55	120	55	104	55	
	PT2	14	3023	55	120	55	104	55	
	PT3	15	3023	55	120	55	104	55	
	PT4	16	3023	55	120	55	104	55	
	PT5	17	3023	55	120	55	104	55	
	PT6	18							
ROADWAY 5 ; 15 NB	PT1	19	1917	56	76	56	66	56	
	PT2	20	1917	56	76	56	66	56	
	PT3	21							
ROADWAY 6 ; 15 SB	PT1	22	967	65	38	65	34	65	
	PT2	23	967	65	38	65	34	65	
	PT3	24	967	65	38	65	34	65	
	PT4	25	967	65	38	65	34	65	
	PT5	26	967	65	38	65	34	65	
	PT6	27	967	65	38	65	34	65	
	PT7	28	967	65	38	65	34	65	
	PT8	29							
ROADWAY 7 ; 15 SB	PT1	30	1978	56	79	56	68	56	
	PT2	31	1978	56	79	56	68	56	
	PT3	32							
ROADWAY 8 ; 15 SB	PT1	33	1710	55	68	55	59	55	

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	PT2	34	1710	55	68	55	59	55
	PT3	35						
ROADWAY 9 ; 15 SB	PT1	36	2472	55	98	55	85	55
	PT2	37	2472	55	98	55	85	55
	PT3	38						
ROADWAY 10 ; 15 SB	PT1	39	2184	55	87	55	75	55
	PT2	40	2184	55	87	55	75	55
	PT3	41	2184	55	87	55	75	55
	PT4	42						
ROADWAY 11 ; NB OFF TO W. 7TH STREET	PT1	43	372	30	15	30	13	30
	PT2	44	372	30	15	30	13	30
	PT3	45	372	30	15	30	13	30
	PT4	46	372	30	15	30	13	30
	PT5	47	372	30	15	30	13	30
	PT6	48	372	30	15	30	13	30
	PT7	49	372	30	15	30	13	30
	PT8	50						
ROADWAY 12 ; NB ON FROM W. 7TH STREET	PT1	51	164	30	7	30	6	30
	PT2	52	164	30	7	30	6	30
	PT3	53	164	30	7	30	6	30
	PT4	54	164	30	7	30	6	30
	PT5	55	164	30	7	30	6	30
	PT6	56	164	30	7	30	6	30
	PT7	57	164	30	7	30	6	30
	PT8	58	164	30	7	30	6	30
	PT9	59						
ROADWAY 13 ; NB OFF TO MOTTER AVE	PT1	60	479	30	19	30	17	30
	PT2	61	479	30	19	30	17	30
	PT3	62	479	30	19	30	17	30
	PT4	63	479	30	19	30	17	30
	PT5	64	479	30	19	30	17	30
	PT6	65	479	30	19	30	17	30
	PT7	66	479	30	19	30	17	30
	PT8	67	479	30	19	30	17	30
	PT9	68	479	30	19	30	17	30
	PT10	69	479	30	19	30	17	30
	PT11	70	479	30	19	30	17	30
	PT12	71	479	30	19	30	17	30
	PT13	72						
ROADWAY 14 ; NB ON FROM MOTTER AVE	PT1	73	311	30	7	30	15	30
	PT2	74	311	30	7	30	15	30
	PT3	75	311	30	7	30	15	30
	PT4	76	311	30	7	30	15	30
	PT5	77	311	30	7	30	15	30
	PT6	78	311	30	7	30	15	30
	PT7	79	311	30	7	30	15	30
	PT8	80	311	30	7	30	15	30

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	PT9	81	311	30	7	30	15	30
	PT10	82	311	30	7	30	15	30
	PT11	83	311	30	7	30	15	30
	PT12	84	311	30	7	30	15	30
	PT13	85						
ROADWAY 15 ; NB OFF TO MD26 EB	PT1	86	1106	30	44	30	38	30
	PT2	87	1106	30	44	30	38	30
	PT3	88	1106	30	44	30	38	30
	PT4	89	1106	30	44	30	38	30
	PT5	90	1106	30	44	30	38	30
	PT6	91	1106	30	44	30	38	30
	PT7	92	1106	30	44	30	38	30
	PT8	93						
ROADWAY 16 ; SB ON FROM MD26 WB	PT1	94	1101	45	40	45	35	45
	PT2	95	1101	45	40	45	35	45
	PT3	96	1101	45	40	45	35	45
	PT4	97	1101	45	40	45	35	45
	PT5	98	1101	45	40	45	35	45
	PT6	99	1101	45	40	45	35	45
	PT7	100	1101	45	40	45	35	45
	PT8	101	1101	45	40	45	35	45
	PT9	102	1101	45	40	45	35	45
	PT10	103	1101	45	40	45	35	45
	PT11	104	1101	45	40	45	35	45
	PT12	105	1101	45	40	45	35	45
	PT13	106	1101	45	40	45	35	45
	PT14	107						
ROADWAY 17 ; SB OFF TO OPOSSUMTOWN PIKE	PT1	108	268	30	11	30	9	30
	PT2	109	268	30	11	30	9	30
	PT3	110	268	30	11	30	9	30
	PT4	111	268	30	11	30	9	30
	PT5	112	268	30	11	30	9	30
	PT6	113	268	30	11	30	9	30
	PT7	114	268	30	11	30	9	30
	PT8	115	268	30	11	30	9	30
	PT9	116	268	30	11	30	9	30
	PT10	117	268	30	11	30	9	30
	PT11	118	268	30	11	30	9	30
	PT12	119						
ROADWAY 18 ; SB ON FROM OPOSSUMTOWN TD	PT1	120	742	30	17	30	56	30
	PT2	121	742	30	17	30	56	30
	PT3	122	742	30	17	30	56	30
	PT4	123	742	30	17	30	56	30
	PT5	124	742	30	17	30	56	30
	PT6	125	742	30	17	30	56	30
	PT7	126	742	30	17	30	56	30
	PT8	127	742	30	17	30	56	30

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	PT9	128	742	30	17	30	56	30
	PT10	129	742	30	17	30	56	30
	PT11	130	742	30	17	30	56	30
	PT12	131	742	30	17	30	56	30
	PT13	132						
ROADWAY 19 ; MOTTER AVE	PT1	133	1546	48	34	48	73	48
	PT2	134						
ROADWAY 20 ; MOTTER AVE	PT1	135	1546	48	34	48	73	48
	PT2	136						
ROADWAY 21 ; SB OFF TO W. 7TH STREET	PT1	137	288	30	11	30	10	30
	PT2	138	288	30	11	30	10	30
	PT3	139	288	30	11	30	10	30
	PT4	140	288	30	11	30	10	30
	PT5	141	288	30	11	30	10	30
	PT6	142	288	30	11	30	10	30
	PT7	143	288	30	11	30	10	30
	PT8	144	288	30	11	30	10	30
	PT9	145	288	30	11	30	10	30
	PT10	146						
ROADWAY 22 ; SB ON FROM W. 7TH STREET	PT1	147	595	30	24	30	20	30
	PT2	148	595	30	24	30	20	30
	PT3	149	595	30	24	30	20	30
	PT4	150	595	30	24	30	20	30
	PT5	151	595	30	24	30	20	30
	PT6	152	595	30	24	30	20	30
	PT7	153	595	30	24	30	20	30
	PT8	154	595	30	24	30	20	30
	PT9	155	595	30	24	30	20	30
	PT10	156	595	30	24	30	20	30
	PT11	157						
ROADWAY 23 ; MOTTER AVE	PT1	158	1809	48	41	48	85	48
	PT2	159						
ROADWAY 24 ; MOTTER AVE (Bridge)	PT1	160	1809	48	41	48	85	48
	PT2	161						
ROADWAY 25 ; MOTTER AVE	PT1	162	1809	48	41	48	85	48
	PT2	163						
ROADWAY 26 ; 15 NB (Bridge)	PT1	164	1917	56	76	56	66	56
	PT2	165						
ROADWAY 27 ; 15 NB	PT1	166	1917	56	76	56	66	56
	PT2	167						
ROADWAY 28 ; 15 SB	PT1	168	967	65	38	65	34	65
	PT2	169						
ROADWAY 29 ; 15 SB (Bridge)	PT1	170	967	65	38	65	34	65
	PT2	171						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

RUN:

I-270

exp48_51

Existing PM Receptors H-48 to H-51

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 15 NB		PT1	1	1917	56	76	56	66	56
		PT2	2	1917	56	76	56	66	56
		PT3	3	1917	56	76	56	66	56
		PT4	4	1917	56	76	56	66	56
		PT5	5	1917	56	76	56	66	56
		PT6		6					
ROADWAY 2 ; 15 NB		PT1	7	2056	56	81	56	71	56
		PT2	8	2056	56	81	56	71	56
		PT3	9	2056	56	81	56	71	56
		PT4		10					
ROADWAY 3 ; 15 NB		PT1	11	2190	56	87	56	76	56
		PT2	12	2190	56	87	56	76	56
		PT3	13	2190	56	87	56	76	56
		PT4	14	2190	56	87	56	76	56
		PT5		15					
ROADWAY 4 ; 15 NB		PT1	16	2140	56	85	56	74	56
		PT2	17	2140	56	85	56	74	56
		PT3	18	2140	56	85	56	74	56
		PT4		19					
ROADWAY 5 ; 15 SB		PT1	20	885	65	35	65	31	65
		PT2	21	885	65	35	65	31	65
		PT3	22	885	65	35	65	31	65
		PT4		23					
ROADWAY 6 ; 15 SB		PT1	24	895	65	35	65	10	65
		PT2	25	895	65	35	65	10	65
		PT3	26	895	65	35	65	10	65
		PT4	27	895	65	35	65	10	65
		PT5	28	895	65	35	65	10	65
		PT6		29					

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ROADWAY 7 ; 15 SB		PT1	30	895	65	35	65	10	65
		PT2	31						
ROADWAY 8 ; 15 SB		PT1	32	768	65	31	65	26	65
		PT2	33	768	65	31	65	26	65
		PT3	34	768	65	31	65	26	65
		PT4	35						
ROADWAY 9 ; 15 SB		PT1	36	967	65	38	65	34	65
		PT2	37	967	65	38	65	34	65
		PT3	38	967	65	38	65	34	65
		PT4	39	967	65	38	65	34	65
		PT5	40	967	65	38	65	34	65
		PT6	41	967	65	38	65	34	65
		PT7	42	967	65	38	65	34	65
		PT8	43						
ROADWAY 10 ; WORMANS MILL RD		PT1	44	505	25	20	25	18	25
		PT2	45	505	25	20	25	18	25
		PT3	46	505	25	20	25	18	25
		PT4	47	505	25	20	25	18	25
		PT5	48	505	25	20	25	18	25
		PT6	49	505	25	20	25	18	25
		PT7	50	505	25	20	25	18	25
		PT8	51	505	25	20	25	18	25
		PT9	52						
ROADWAY 11 ; HAYWARD RD		PT1	53	420	25	17	25	14	25
		PT2	54						
ROADWAY 12 ; HAYWARD RD		PT1	55	420	25	17	25	14	25
		PT2	56						
ROADWAY 13 ; TRADING LANE		PT1	57	90	47	2	47	4	47
		PT2	58	90	47	2	47	4	47
		PT3	59	90	47	2	47	4	47
		PT4	60	90	47	2	47	4	47
		PT5	61	90	47	2	47	4	47
		PT6	62						
ROADWAY 14 ; WILLOW RD		PT1	63	364	25	15	25	12	25
		PT2	64	364	25	15	25	12	25
		PT3	65	364	25	15	25	12	25
		PT4	66	364	25	15	25	12	25
		PT5	67	364	25	15	25	12	25
		PT6	68	364	25	15	25	12	25
		PT7	69						
ROADWAY 15 ; WILLOW RD		PT1	70	50	20	2	20	2	20
		PT2	71						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

exp52_53

Existing PM Receptors H-52 to H-53

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; 15 NB		PT1	1	2140	56	85	56	74	56
		PT2	2	2140	56	85	56	74	56
		PT3	3	2140	56	85	56	74	56
		PT4	4	2140	56	85	56	74	56
		PT5	5						
ROADWAY 2 ; 15 NB		PT1	6	1980	56	77	56	70	56
		PT2	7	1980	56	77	56	70	56
		PT3	8						
ROADWAY 3 ; 15 NB		PT1	9	1890	56	77	56	70	56
		PT2	10	1890	56	77	56	70	56
		PT3	11	1890	56	77	56	70	56
		PT4	12	1890	56	77	56	70	56
		PT5	13						
ROADWAY 4 ; 15 SB		PT1	14	796	65	32	65	27	65
		PT2	15	796	65	32	65	27	65
		PT3	16	796	65	32	65	27	65
		PT4	17	796	65	32	65	27	65
		PT5	18						
ROADWAY 5 ; 15 SB		PT1	19	796	65	32	65	27	65
		PT2	20	796	65	32	65	27	65
		PT3	21	796	65	32	65	27	65
		PT4	22						
ROADWAY 6 ; 15 SB		PT1	23	884	65	35	65	31	65
		PT2	24	884	65	35	65	31	65

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		PT3	25	884	65	35	65	31	65
		PT4	26	884	65	35	65	31	65
		PT5	27	884	65	35	65	31	65
		PT6	28						
ROADWAY 7 ; BIGGS FORD RD		PT1	29	532	53	12	53	25	53
		PT2	30	532	53	12	53	25	53
		PT3	31						
ROADWAY 8 ; BIGGS FORD RD		PT1	32	45	20	2	20	1	20
		PT2	33						
ROADWAY 9 ; SUNDAYS LANE		PT1	34	1	30	1	30	1	30
		PT2	35	1	30	1	30	1	30
		PT3	36						
ROADWAY 10 ; SUNDAYS LANE		PT1	37	1	30	1	30	1	30
		PT2	38						

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

EXP54_55

Existing PM Receptors H-54 to H-55

Roadway		Points							
Name		Name	No.	Segment					
				Autos		MTrucks		HTrucks	
				V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph
ROADWAY 1 ; LEWISDALE RD		PT1	1	157	40	1	40	3	40
		PT2	2	157	40	1	40	3	40
		PT3	3						
ROADWAY 2 ; LEWISDALE RD		PT1	4	157	40	1	40	3	40
		PT2	5	157	40	1	40	3	40
		PT3	6	157	40	1	40	3	40
		PT4	7	157	40	1	40	3	40
		PT5	8	157	40	1	40	3	40
		PT6	9	157	40	1	40	3	40
		PT7	10	157	40	1	40	3	40
		PT8	11	157	40	1	40	3	40
		PT9	12	157	40	1	40	3	40
		PT10	13	157	40	1	40	3	40
		PT11	14	157	40	1	40	3	40
		PT12	15	157	40	1	40	3	40
		PT13	16						
ROADWAY 3 ; LEWISDALE RD		PT1	17	231	40	2	40	3	40
		PT2	18	231	40	2	40	3	40
		PT3	19						
ROADWAY 4 ; GREEN VALLEY RD		PT1	20	659	40	6	40	9	40
		PT2	21	659	40	6	40	9	40
		PT3	22						
ROADWAY 5 ; GREEN VALLEY RD		PT1	23	666	40	6	40	9	40
		PT2	24	666	40	6	40	9	40
		PT3	25	666	40	6	40	9	40
		PT4	26						
ROADWAY 6 ; URBANA PIKE		PT1	27	484	30	8	30	6	30
		PT2	28						
ROADWAY 7 ; URBANA PIKE		PT1	29	481	30	8	30	6	30
		PT2	30	481	30	8	30	6	30
		PT3	31	481	30	8	30	6	30
		PT4	32						

APPENDIX L

2030 NO BUILD TRAFFIC VOLUMES AND SPEEDS INPUT TO TNM 2.5 TRAFFIC NOISE MODEL

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBA 1_5

Nobuild AM Receptors H-1 to H-5

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1; NB SVC RD	PT1	1	726	68	55	68	17	68	0	0	0	0	
	PT2	2	726	68	55	68	17	68	0	0	0	0	
	PT3	3											
Roadway2; NB SVC RD	PT1	4	1931	68	146	68	46	68	1	68	0	0	
	PT2	5											
Roadway3; NB ON RAMP	PT1	6	1263	30	46	30	15	30	1	30	0	0	
	PT2	7	1263	30	46	30	15	30	1	30	0	0	
	PT3	8	1263	30	46	30	15	30	1	30	0	0	
	PT4	9	1263	30	46	30	15	30	1	30	0	0	
	PT5	10	1263	30	46	30	15	30	1	30	0	0	
	PT6	11											
Roadway4; NB 270	PT1	12	2885	68	219	68	69	68	2	68	0	0	
	PT2	13	2885	68	219	68	69	68	2	68	0	0	
	PT3	14	2885	68	219	68	69	68	2	68	0	0	
	PT4	15	2885	68	219	68	69	68	2	68	0	0	
	PT5	16											
Roadway5; OFF TO SVC RD	PT1	17	0	0	0	0	0	0	0	0	0	0	
	PT2	18	0	0	0	0	0	0	0	0	0	0	
	PT3	19	0	0	0	0	0	0	0	0	0	0	
	PT4	20											
Roadway6; SB 270	PT1	21	7197	36	728	36	16	36	12	36	0	0	
	PT2	22	7197	36	728	36	16	36	12	36	0	0	
	PT3	23											
Roadway7; SB 270	PT1	24	8401	36	635	36	202	36	12	36	0	0	
	PT2	25	8401	36	635	36	202	36	12	36	0	0	
	PT3	26											
Roadway8; SB OFF Ramp	PT1	27	2679	30	203	30	64	30	4	30	0	0	
	PT2	28	2679	30	203	30	64	30	4	30	0	0	
	PT3	29	2679	30	203	30	64	30	4	30	0	0	
	PT4	30											
Roadway9; OFF TO SAM EIG EB	PT1	31	0	0	0	0	0	0	0	0	0	0	
	PT2	32	0	0	0	0	0	0	0	0	0	0	
	PT3	33											
Roadway10; OFF TO SAM EIG WB	PT1	34	500	30	38	30	12	30	1	30	0	0	
	PT2	35	500	30	38	30	12	30	1	30	0	0	
	PT3	36	500	30	38	30	12	30	1	30	0	0	
	PT4	37	500	30	38	30	12	30	1	30	0	0	
	PT5	38	500	30	38	30	12	30	1	30	0	0	
	PT6	39											
Roadway11; SB ON RAMP	PT1	40	4095	30	167	30	9	30	4	30	0	0	

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	PT2	41	4095	30	167	30	9	30	4	30	0	0
	PT3	42	4095	30	167	30	9	30	4	30	0	0
	PT4	43	4095	30	167	30	9	30	4	30	0	0
	PT5	44	4095	30	167	30	9	30	4	30	0	0
	PT6	45										
Roadway12 NB SERVICE RD	PT1	46	1931	68	146	68	46	68	1	68	0	0
	PT2	47										
Roadway13 NB Service Rd	PT1	48	1931	68	146	68	46	68	1	68	0	0
	PT2	49	1931	68	146	68	46	68	1	68	0	0
	PT3	50	1931	68	146	68	46	68	1	68	0	0
	PT4	51	1931	68	146	68	46	68	1	68	0	0
	PT5	52	1931	68	146	68	46	68	1	68	0	0
	PT6	53	1931	68	146	68	46	68	1	68	0	0
	PT7	54										
Roadway14 ; NB 270	PT1	55	2885	68	219	68	69	68	2	68	0	0
	PT2	56	2885	68	219	68	69	68	2	68	0	0
	PT3	57	2885	68	219	68	69	68	2	68	0	0
	PT4	58	2885	68	219	68	69	68	2	68	0	0
	PT5	59	2885	68	219	68	69	68	2	68	0	0
	PT6	60	2885	68	219	68	69	68	2	68	0	0
	PT7	61	2885	68	219	68	69	68	2	68	0	0
	PT8	62										
Roadway15 ;NB 270	PT1	63	2885	68	219	68	69	68	2	68	0	0
	PT2	64										
Roadway16 NB 270	PT1	65	2885	68	219	68	69	68	2	68	0	0
	PT2	66	2885	68	219	68	69	68	2	68	0	0
	PT3	67	2885	68	219	68	69	68	2	68	0	0
	PT4	68	2885	68	219	68	69	68	2	68	0	0
	PT5	69										
Roadway17 NB HOV	PT1	70	0	0	0	0	0	0	0	0	0	0
	PT2	71	0	0	0	0	0	0	0	0	0	0
	PT3	72	0	0	0	0	0	0	0	0	0	0
	PT4	73	0	0	0	0	0	0	0	0	0	0
	PT5	74	0	0	0	0	0	0	0	0	0	0
	PT6	75	0	0	0	0	0	0	0	0	0	0
	PT7	76										
Roadway18 ;NB HOV	PT1	77	0	0	0	0	0	0	0	0	0	0
	PT2	78										
Roadway19 ; NB HOV	PT1	79	0	0	0	0	0	0	0	0	0	0
	PT2	80	0	0	0	0	0	0	0	0	0	0
	PT3	81	0	0	0	0	0	0	0	0	0	0
	PT4	82	0	0	0	0	0	0	0	0	0	0
	PT5	83	0	0	0	0	0	0	0	0	0	0
	PT6	84	0	0	0	0	0	0	0	0	0	0
	PT7	85	0	0	0	0	0	0	0	0	0	0
	PT8	86										
Roadway20 ; SB 270	PT1	87	11127	36	841	36	267	36	16	36	0	0
	PT2	88	11127	36	841	36	267	36	16	36	0	0
	PT3	89	11127	36	841	36	267	36	16	36	0	0
	PT4	90										
Roadway21; SB 270	PT1	91	11127	36	841	36	267	36	16	36	0	0
	PT2	92										
Roadway22 ; SB 270	PT1	93	11127	36	841	36	267	36	16	36	0	0
	PT2	94	11127	36	841	36	267	36	16	36	0	0
	PT3	95										

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Roadway23 ; MUDDY BRANCH NB	PT1	96	600	30	50	30	0	0	0	0	0	0
	PT2	97	600	30	50	30	0	0	0	0	0	0
	PT3	98	600	30	50	30	0	0	0	0	0	0
	PT4	99										
Roadway24 ; MUDDY BRANCH NB (Br	PT1	100	600	30	50	30	0	0	0	0	0	0
	PT2	101	600	30	50	30	0	0	0	0	0	0
	PT3	102										
Roadway25 ;MUDDY BRANCH NB	PT1	103	600	30	50	30	0	0	0	0	0	0
	PT2	104	600	30	50	30	0	0	0	0	0	0
	PT3	105	600	30	50	30	0	0	0	0	0	0
	PT4	106										
Roadway26 ; MUDDY BRANCH SB	PT1	107	415	30	35	30	0	0	0	0	0	0
	PT2	108	415	30	35	30	0	0	0	0	0	0
	PT3	109	415	30	35	30	0	0	0	0	0	0
	PT4	110										
Roadway27 ; MUDDY BRANCH SB (Br	PT1	111	415	30	35	30	0	0	0	0	0	0
	PT2	112	415	30	35	30	0	0	0	0	0	0
	PT3	113										
Roadway28 ; MUDDY BRANCH SB	PT1	114	0	0	0	0	0	0	0	0	0	0
	PT2	115	0	0	0	0	0	0	0	0	0	0
	PT3	116	0	0	0	0	0	0	0	0	0	0
	PT4	117										
Roadway29 ; NB SVC RD	PT1	118	1931	68	146	68	46	68	1	68	0	0
	PT2	119	1931	68	146	68	46	68	1	68	0	0
	PT3	120	1931	68	146	68	46	68	1	68	0	0
	PT4	121										
Roadway30 ; NB SVC RD	PT1	122	1931	68	146	68	46	68	1	68	0	0
	PT2	123										
Roadway31 ; NB 270	PT1	124	2885	68	219	68	69	68	2	68	0	0
	PT2	125										
Roadway32 ; SVC RD-MAINLINE NB	PT1	126	0	0	0	0	0	0	0	0	0	0
	PT2	127										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

Nobuild AM Receptors H-6 to H-10

RUN:

NBA6-10 (2006)

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks			HTrucks		Buses		Motorcycles
			V	S		V	S		V	S	V	S	
			veh/hr	mph		veh/hr	mph		veh/hr	mph	veh/hr	mph	
Roadway1; 270 NB	PT1	1	3843	66	223	66	158	66	2	66	0	0	
	PT2	2	3843	66	223	66	158	66	2	66	0	0	
	PT3	3	3843	66	223	66	158	66	2	66	0	0	
	PT4	4	3843	66	223	66	158	66	2	66	0	0	
	PT5	5	3843	66	223	66	158	66	2	66	0	0	
	PT6	6	3843	66	223	66	158	66	2	66	0	0	
	PT7	7	3843	66	223	66	158	66	2	66	0	0	
	PT8	8	3843	66	223	66	158	66	2	66	0	0	
	PT9	9	3843	66	223	66	158	66	2	66	0	0	
	PT10	10	3843	66	223	66	158	66	2	66	0	0	
	PT11	11	3843	66	223	66	158	66	2	66	0	0	
	PT12	12	3843	66	223	66	158	66	2	66	0	0	
	PT13	13											
Roadway2 ; 270 NB	PT1	14	3138	66	182	66	129	66	2	66	0	0	
	PT2	15	3138	66	182	66	129	66	2	66	0	0	
	PT3	16	3138	66	182	66	129	66	2	66	0	0	
	PT4	17											
Roadway3 ; NB OFF TO EB	PT1	18	296	30	17	30	12	30	0	0	0	0	
	PT2	19	296	30	17	30	12	30	0	0	0	0	
	PT3	20	296	30	17	30	12	30	0	0	0	0	
	PT4	21	296	30	17	30	12	30	0	0	0	0	
	PT5	22	296	30	17	30	12	30	0	0	0	0	
	PT6	23	296	30	17	30	12	30	0	0	0	0	
	PT7	24	296	30	17	30	12	30	0	0	0	0	
	PT8	25											
Roadway4 ; OFF TO WB	PT1	26	409	45	24	45	17	45	0	0	0	0	
	PT2	27	409	45	24	45	17	45	0	0	0	0	
	PT3	28	409	45	24	45	17	45	0	0	0	0	
	PT4	29	409	45	24	45	17	45	0	0	0	0	
	PT5	30	409	45	24	45	17	45	0	0	0	0	
	PT6	31	409	45	24	45	17	45	0	0	0	0	
	PT7	32	409	45	24	45	17	45	0	0	0	0	
	PT8	33	409	45	24	45	17	45	0	0	0	0	
	PT9	34	409	45	24	45	17	45	0	0	0	0	
	PT10	35	409	45	24	45	17	45	0	0	0	0	
	PT11	36											

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Roadway5 ; NB HOV	PT1	37	0	0	0	0	0	0	0	0	0	0
	PT2	38										
Roadway6 ; 270 SB	PT1	39	8931	36	521	36	364	36	10	36	0	0
	PT2	40	8931	36	521	36	364	36	10	36	0	0
	PT3	41	8931	36	521	36	364	36	10	36	0	0
	PT4	42	8931	36	521	36	364	36	10	36	0	0
	PT5	43	8931	36	521	36	364	36	10	36	0	0
	PT6	44	8931	36	521	36	364	36	10	36	0	0
	PT7	45	8931	36	521	36	364	36	10	36	0	0
	PT8	46	8931	36	521	36	364	36	10	36	0	0
	PT9	47	8931	36	521	36	364	36	10	36	0	0
	PT10	48	8931	36	521	36	364	36	10	36	0	0
	PT11	49	8931	36	521	36	364	36	10	36	0	0
	PT12	50	8931	36	521	36	364	36	10	36	0	0
	PT13	51	8931	36	521	36	364	36	10	36	0	0
	PT14	52										
Roadway7; MBROOK EB TO 270 SB	PT1	53	1631	30	23	30	18	30	2	30	0	0
	PT2	54	1631	30	23	30	18	30	2	30	0	0
	PT3	55										
Roadway8 ; SB ON RAMP	PT1	56	1631	30	23	30	18	30	2	30	0	0
	PT2	57	1631	30	23	30	18	30	2	30	0	0
	PT3	58	1631	30	23	30	18	30	2	30	0	0
	PT4	59	1631	30	23	30	18	30	2	30	0	0
	PT5	60	1631	30	23	30	18	30	2	30	0	0
	PT6	61	1631	30	23	30	18	30	2	30	0	0
	PT7	62										
Roadway9 ; M'BROOK EB	PT1	63	998	45	14	45	11	45	1	45	0	0
	PT2	64										
Roadway10 ; M'BROOK EB	PT1	65	998	45	14	45	11	45	1	45	0	0
	PT2	66	998	45	14	45	11	45	1	45	0	0
	PT3	67	998	45	14	45	11	45	1	45	0	0
	PT4	68	998	45	14	45	11	45	1	45	0	0
	PT5	69	998	45	14	45	11	45	1	45	0	0
	PT6	70										
Roadway11 ; M'BROOK WB	PT1	71	1615	45	35	45	25	45	0	0	0	0
	PT2	72	1615	45	35	45	25	45	0	0	0	0
	PT3	73										
Roadway12 ; M'BROOK WB	PT1	74	2049	45	45	45	32	45	0	0	0	0
	PT2	75	2049	45	45	45	32	45	0	0	0	0
	PT3	76	2049	45	45	45	32	45	0	0	0	0
	PT4	77	2049	45	45	45	32	45	0	0	0	0
	PT5	78										
Roadway13 ; M'BROOK RD WB	PT1	79	1301	45	28	45	20	45	0	0	0	0
	PT2	80	1301	45	28	45	20	45	0	0	0	0
	PT3	81	1301	45	28	45	20	45	0	0	0	0
	PT4	82										
Roadway14 ; TO SB RAMP	PT1	83	0	0	0	0	0	0	0	0	0	0
	PT2	84										
Roadway15 ; SB RAMO FR WB M'BROO	PT1	85	0	0	0	0	0	0	0	0	0	0
	PT2	86	0	0	0	0	0	0	0	0	0	0

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		PT3	87										
Roadway16 ; NB 270		PT1	88	3547	66	206	66	146	66	2	66	0	0
		PT2	89										
Roadway17 ; NB 270 (Bridge)		PT1	90	3547	66	206	66	146	66	2	66	0	0
		PT2	91										
Roadway18 ; NB 270		PT1	92	3547	66	206	66	146	66	2	66	0	0
		PT2	93										
Roadway19 ; NB HOV		PT1	94	0	0	0	0	0	0	0	0	0	0
		PT2	95	0	0	0	0	0	0	0	0	0	0
		PT3	96	0	0	0	0	0	0	0	0	0	0
		PT4	97	0	0	0	0	0	0	0	0	0	0
		PT5	98	0	0	0	0	0	0	0	0	0	0
		PT6	99	0	0	0	0	0	0	0	0	0	0
		PT7	100	0	0	0	0	0	0	0	0	0	0
		PT8	101	0	0	0	0	0	0	0	0	0	0
		PT9	102	0	0	0	0	0	0	0	0	0	0
		PT10	103	0	0	0	0	0	0	0	0	0	0
		PT11	104	0	0	0	0	0	0	0	0	0	0
		PT12	105	0	0	0	0	0	0	0	0	0	0
		PT13	106	0	0	0	0	0	0	0	0	0	0
		PT14	107	0	0	0	0	0	0	0	0	0	0
		PT15	108										
Roadway20 ; NB HOV (Bredge)		PT1	109	0	0	0	0	0	0	0	0	0	0
		PT2	110										
Roadway21 ; NB HOV		PT1	111	0	0	0	0	0	0	0	0	0	0
		PT2	112	0	0	0	0	0	0	0	0	0	0
		PT3	113	0	0	0	0	0	0	0	0	0	0
		PT4	114										
Roadway22 ; SB 270		PT1	115	7319	32	481	32	342	32	8	32	0	0
		PT2	116	7319	32	481	32	342	32	8	32	0	0
		PT3	117	7319	32	481	32	342	32	8	32	0	0
		PT4	118	7319	32	481	32	342	32	8	32	0	0
		PT5	119										
Roadway23 ; SB 270 (Bridge)		PT1	120	7319	32	481	32	342	32	8	32	0	0
		PT2	121										
Roadway24 ; SB 270		PT1	122	7319	32	481	32	342	32	8	32	0	0
		PT2	123	7319	32	481	32	342	32	8	32	0	0
		PT3	124										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBA 1_5

Nobuild AM Receptors H-1 to H-5

Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1; NB SVC RD	PT1	1	726	68	55	68	17	68	0	0	0	0	0
	PT2	2	726	68	55	68	17	68	0	0	0	0	0
	PT3	3											
Roadway2; NB SVC RD	PT1	4	1931	68	146	68	46	68	1	68	0	0	0
	PT2	5											
Roadway3; NB ON RAMP	PT1	6	1263	30	46	30	15	30	1	30	0	0	0
	PT2	7	1263	30	46	30	15	30	1	30	0	0	0
	PT3	8	1263	30	46	30	15	30	1	30	0	0	0
	PT4	9	1263	30	46	30	15	30	1	30	0	0	0
	PT5	10	1263	30	46	30	15	30	1	30	0	0	0
	PT6	11											
Roadway4; NB 270	PT1	12	2885	68	219	68	69	68	2	68	0	0	0
	PT2	13	2885	68	219	68	69	68	2	68	0	0	0
	PT3	14	2885	68	219	68	69	68	2	68	0	0	0
	PT4	15	2885	68	219	68	69	68	2	68	0	0	0
	PT5	16											
Roadway5; OFF TO SVC RD	PT1	17	0	0	0	0	0	0	0	0	0	0	0
	PT2	18	0	0	0	0	0	0	0	0	0	0	0
	PT3	19	0	0	0	0	0	0	0	0	0	0	0
	PT4	20											
Roadway6; SB 270	PT1	21	7197	36	728	36	16	36	12	36	0	0	0
	PT2	22	7197	36	728	36	16	36	12	36	0	0	0
	PT3	23											
Roadway7; SB 270	PT1	24	8401	36	635	36	202	36	12	36	0	0	0
	PT2	25	8401	36	635	36	202	36	12	36	0	0	0
	PT3	26											
Roadway8; SB OFF Ramp	PT1	27	2679	30	203	30	64	30	4	30	0	0	0
	PT2	28	2679	30	203	30	64	30	4	30	0	0	0
	PT3	29	2679	30	203	30	64	30	4	30	0	0	0
	PT4	30											
Roadway9; OFF TO SAM EIG EB	PT1	31	0	0	0	0	0	0	0	0	0	0	0
	PT2	32	0	0	0	0	0	0	0	0	0	0	0
	PT3	33											
Roadway10; OFF TO SAM EIG WB	PT1	34	500	30	38	30	12	30	1	30	0	0	0
	PT2	35	500	30	38	30	12	30	1	30	0	0	0
	PT3	36	500	30	38	30	12	30	1	30	0	0	0
	PT4	37	500	30	38	30	12	30	1	30	0	0	0
	PT5	38	500	30	38	30	12	30	1	30	0	0	0
	PT6	39											
Roadway11; SB ON RAMP	PT1	40	4095	30	167	30	9	30	4	30	0	0	0

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	PT2	41	4095	30	167	30	9	30	4	30	0	0
	PT3	42	4095	30	167	30	9	30	4	30	0	0
	PT4	43	4095	30	167	30	9	30	4	30	0	0
	PT5	44	4095	30	167	30	9	30	4	30	0	0
	PT6	45										
Roadway12 NB SERVICE RD	PT1	46	1931	68	146	68	46	68	1	68	0	0
	PT2	47										
Roadway13 NB Service Rd	PT1	48	1931	68	146	68	46	68	1	68	0	0
	PT2	49	1931	68	146	68	46	68	1	68	0	0
	PT3	50	1931	68	146	68	46	68	1	68	0	0
	PT4	51	1931	68	146	68	46	68	1	68	0	0
	PT5	52	1931	68	146	68	46	68	1	68	0	0
	PT6	53	1931	68	146	68	46	68	1	68	0	0
	PT7	54										
Roadway14 ; NB 270	PT1	55	2885	68	219	68	69	68	2	68	0	0
	PT2	56	2885	68	219	68	69	68	2	68	0	0
	PT3	57	2885	68	219	68	69	68	2	68	0	0
	PT4	58	2885	68	219	68	69	68	2	68	0	0
	PT5	59	2885	68	219	68	69	68	2	68	0	0
	PT6	60	2885	68	219	68	69	68	2	68	0	0
	PT7	61	2885	68	219	68	69	68	2	68	0	0
	PT8	62										
Roadway15 ;NB 270	PT1	63	2885	68	219	68	69	68	2	68	0	0
	PT2	64										
Roadway16 NB 270	PT1	65	2885	68	219	68	69	68	2	68	0	0
	PT2	66	2885	68	219	68	69	68	2	68	0	0
	PT3	67	2885	68	219	68	69	68	2	68	0	0
	PT4	68	2885	68	219	68	69	68	2	68	0	0
	PT5	69										
Roadway17 NB HOV	PT1	70	0	0	0	0	0	0	0	0	0	0
	PT2	71	0	0	0	0	0	0	0	0	0	0
	PT3	72	0	0	0	0	0	0	0	0	0	0
	PT4	73	0	0	0	0	0	0	0	0	0	0
	PT5	74	0	0	0	0	0	0	0	0	0	0
	PT6	75	0	0	0	0	0	0	0	0	0	0
	PT7	76										
Roadway18 ;NB HOV	PT1	77	0	0	0	0	0	0	0	0	0	0
	PT2	78										
Roadway19 ; NB HOV	PT1	79	0	0	0	0	0	0	0	0	0	0
	PT2	80	0	0	0	0	0	0	0	0	0	0
	PT3	81	0	0	0	0	0	0	0	0	0	0
	PT4	82	0	0	0	0	0	0	0	0	0	0
	PT5	83	0	0	0	0	0	0	0	0	0	0
	PT6	84	0	0	0	0	0	0	0	0	0	0
	PT7	85	0	0	0	0	0	0	0	0	0	0
	PT8	86										
Roadway20 ; SB 270	PT1	87	11127	36	841	36	267	36	16	36	0	0
	PT2	88	11127	36	841	36	267	36	16	36	0	0
	PT3	89	11127	36	841	36	267	36	16	36	0	0
	PT4	90										
Roadway21; SB 270	PT1	91	11127	36	841	36	267	36	16	36	0	0
	PT2	92										
Roadway22 ; SB 270	PT1	93	11127	36	841	36	267	36	16	36	0	0
	PT2	94	11127	36	841	36	267	36	16	36	0	0
	PT3	95										

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Roadway23 ; MUDDY BRANCH NB	PT1	96	600	30	50	30	0	0	0	0	0	0
	PT2	97	600	30	50	30	0	0	0	0	0	0
	PT3	98	600	30	50	30	0	0	0	0	0	0
	PT4	99										
Roadway24 ; MUDDY BRANCH NB (Br	PT1	100	600	30	50	30	0	0	0	0	0	0
	PT2	101	600	30	50	30	0	0	0	0	0	0
	PT3	102										
Roadway25 ;MUDDY BRANCH NB	PT1	103	600	30	50	30	0	0	0	0	0	0
	PT2	104	600	30	50	30	0	0	0	0	0	0
	PT3	105	600	30	50	30	0	0	0	0	0	0
	PT4	106										
Roadway26 ; MUDDY BRANCH SB	PT1	107	415	30	35	30	0	0	0	0	0	0
	PT2	108	415	30	35	30	0	0	0	0	0	0
	PT3	109	415	30	35	30	0	0	0	0	0	0
	PT4	110										
Roadway27 ; MUDDY BRANCH SB (Br	PT1	111	415	30	35	30	0	0	0	0	0	0
	PT2	112	415	30	35	30	0	0	0	0	0	0
	PT3	113										
Roadway28 ; MUDDY BRANCH SB	PT1	114	0	0	0	0	0	0	0	0	0	0
	PT2	115	0	0	0	0	0	0	0	0	0	0
	PT3	116	0	0	0	0	0	0	0	0	0	0
	PT4	117										
Roadway29 ; NB SVC RD	PT1	118	1931	68	146	68	46	68	1	68	0	0
	PT2	119	1931	68	146	68	46	68	1	68	0	0
	PT3	120	1931	68	146	68	46	68	1	68	0	0
	PT4	121										
Roadway30 ; NB SVC RD	PT1	122	1931	68	146	68	46	68	1	68	0	0
	PT2	123										
Roadway31 ; NB 270	PT1	124	2885	68	219	68	69	68	2	68	0	0
	PT2	125										
Roadway32 ; SVC RD-MAINLINE NB	PT1	126	0	0	0	0	0	0	0	0	0	0
	PT2	127										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

Nobuild AM Receptors H-6 to H-10

RUN:

NBA6-10 (2006)

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks			HTrucks		Buses		Motorcycles
			V	S		V	S		V	S	V	S	
			veh/hr	mph		veh/hr	mph		veh/hr	mph	veh/hr	mph	
Roadway1; 270 NB	PT1	1	3843	66	223	66	158	66	2	66	0	0	
	PT2	2	3843	66	223	66	158	66	2	66	0	0	
	PT3	3	3843	66	223	66	158	66	2	66	0	0	
	PT4	4	3843	66	223	66	158	66	2	66	0	0	
	PT5	5	3843	66	223	66	158	66	2	66	0	0	
	PT6	6	3843	66	223	66	158	66	2	66	0	0	
	PT7	7	3843	66	223	66	158	66	2	66	0	0	
	PT8	8	3843	66	223	66	158	66	2	66	0	0	
	PT9	9	3843	66	223	66	158	66	2	66	0	0	
	PT10	10	3843	66	223	66	158	66	2	66	0	0	
	PT11	11	3843	66	223	66	158	66	2	66	0	0	
	PT12	12	3843	66	223	66	158	66	2	66	0	0	
	PT13	13											
Roadway2 ; 270 NB	PT1	14	3138	66	182	66	129	66	2	66	0	0	
	PT2	15	3138	66	182	66	129	66	2	66	0	0	
	PT3	16	3138	66	182	66	129	66	2	66	0	0	
	PT4	17											
Roadway3 ; NB OFF TO EB	PT1	18	296	30	17	30	12	30	0	0	0	0	
	PT2	19	296	30	17	30	12	30	0	0	0	0	
	PT3	20	296	30	17	30	12	30	0	0	0	0	
	PT4	21	296	30	17	30	12	30	0	0	0	0	
	PT5	22	296	30	17	30	12	30	0	0	0	0	
	PT6	23	296	30	17	30	12	30	0	0	0	0	
	PT7	24	296	30	17	30	12	30	0	0	0	0	
	PT8	25											
Roadway4 ; OFF TO WB	PT1	26	409	45	24	45	17	45	0	0	0	0	
	PT2	27	409	45	24	45	17	45	0	0	0	0	
	PT3	28	409	45	24	45	17	45	0	0	0	0	
	PT4	29	409	45	24	45	17	45	0	0	0	0	
	PT5	30	409	45	24	45	17	45	0	0	0	0	
	PT6	31	409	45	24	45	17	45	0	0	0	0	
	PT7	32	409	45	24	45	17	45	0	0	0	0	
	PT8	33	409	45	24	45	17	45	0	0	0	0	
	PT9	34	409	45	24	45	17	45	0	0	0	0	
	PT10	35	409	45	24	45	17	45	0	0	0	0	
	PT11	36											

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Roadway5 ; NB HOV	PT1	37	0	0	0	0	0	0	0	0	0	0
	PT2	38										
Roadway6 ; 270 SB	PT1	39	8931	36	521	36	364	36	10	36	0	0
	PT2	40	8931	36	521	36	364	36	10	36	0	0
	PT3	41	8931	36	521	36	364	36	10	36	0	0
	PT4	42	8931	36	521	36	364	36	10	36	0	0
	PT5	43	8931	36	521	36	364	36	10	36	0	0
	PT6	44	8931	36	521	36	364	36	10	36	0	0
	PT7	45	8931	36	521	36	364	36	10	36	0	0
	PT8	46	8931	36	521	36	364	36	10	36	0	0
	PT9	47	8931	36	521	36	364	36	10	36	0	0
	PT10	48	8931	36	521	36	364	36	10	36	0	0
	PT11	49	8931	36	521	36	364	36	10	36	0	0
	PT12	50	8931	36	521	36	364	36	10	36	0	0
	PT13	51	8931	36	521	36	364	36	10	36	0	0
	PT14	52										
Roadway7; MBROOK EB TO 270 SB	PT1	53	1631	30	23	30	18	30	2	30	0	0
	PT2	54	1631	30	23	30	18	30	2	30	0	0
	PT3	55										
Roadway8 ; SB ON RAMP	PT1	56	1631	30	23	30	18	30	2	30	0	0
	PT2	57	1631	30	23	30	18	30	2	30	0	0
	PT3	58	1631	30	23	30	18	30	2	30	0	0
	PT4	59	1631	30	23	30	18	30	2	30	0	0
	PT5	60	1631	30	23	30	18	30	2	30	0	0
	PT6	61	1631	30	23	30	18	30	2	30	0	0
	PT7	62										
Roadway9 ; M'BROOK EB	PT1	63	998	45	14	45	11	45	1	45	0	0
	PT2	64										
Roadway10 ; M'BROOK EB	PT1	65	998	45	14	45	11	45	1	45	0	0
	PT2	66	998	45	14	45	11	45	1	45	0	0
	PT3	67	998	45	14	45	11	45	1	45	0	0
	PT4	68	998	45	14	45	11	45	1	45	0	0
	PT5	69	998	45	14	45	11	45	1	45	0	0
	PT6	70										
Roadway11 ; M'BROOK WB	PT1	71	1615	45	35	45	25	45	0	0	0	0
	PT2	72	1615	45	35	45	25	45	0	0	0	0
	PT3	73										
Roadway12 ; M'BROOK WB	PT1	74	2049	45	45	45	32	45	0	0	0	0
	PT2	75	2049	45	45	45	32	45	0	0	0	0
	PT3	76	2049	45	45	45	32	45	0	0	0	0
	PT4	77	2049	45	45	45	32	45	0	0	0	0
	PT5	78										
Roadway13 ; M'BROOK RD WB	PT1	79	1301	45	28	45	20	45	0	0	0	0
	PT2	80	1301	45	28	45	20	45	0	0	0	0
	PT3	81	1301	45	28	45	20	45	0	0	0	0
	PT4	82										
Roadway14 ; TO SB RAMP	PT1	83	0	0	0	0	0	0	0	0	0	0
	PT2	84										
Roadway15 ; SB RAMO FR WB M'BROO	PT1	85	0	0	0	0	0	0	0	0	0	0
	PT2	86	0	0	0	0	0	0	0	0	0	0

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		PT3	87										
Roadway16 ; NB 270		PT1	88	3547	66	206	66	146	66	2	66	0	0
		PT2	89										
Roadway17 ; NB 270 (Bridge)		PT1	90	3547	66	206	66	146	66	2	66	0	0
		PT2	91										
Roadway18 ; NB 270		PT1	92	3547	66	206	66	146	66	2	66	0	0
		PT2	93										
Roadway19 ; NB HOV		PT1	94	0	0	0	0	0	0	0	0	0	0
		PT2	95	0	0	0	0	0	0	0	0	0	0
		PT3	96	0	0	0	0	0	0	0	0	0	0
		PT4	97	0	0	0	0	0	0	0	0	0	0
		PT5	98	0	0	0	0	0	0	0	0	0	0
		PT6	99	0	0	0	0	0	0	0	0	0	0
		PT7	100	0	0	0	0	0	0	0	0	0	0
		PT8	101	0	0	0	0	0	0	0	0	0	0
		PT9	102	0	0	0	0	0	0	0	0	0	0
		PT10	103	0	0	0	0	0	0	0	0	0	0
		PT11	104	0	0	0	0	0	0	0	0	0	0
		PT12	105	0	0	0	0	0	0	0	0	0	0
		PT13	106	0	0	0	0	0	0	0	0	0	0
		PT14	107	0	0	0	0	0	0	0	0	0	0
		PT15	108										
Roadway20 ; NB HOV (Bredge)		PT1	109	0	0	0	0	0	0	0	0	0	0
		PT2	110										
Roadway21 ; NB HOV		PT1	111	0	0	0	0	0	0	0	0	0	0
		PT2	112	0	0	0	0	0	0	0	0	0	0
		PT3	113	0	0	0	0	0	0	0	0	0	0
		PT4	114										
Roadway22 ; SB 270		PT1	115	7319	32	481	32	342	32	8	32	0	0
		PT2	116	7319	32	481	32	342	32	8	32	0	0
		PT3	117	7319	32	481	32	342	32	8	32	0	0
		PT4	118	7319	32	481	32	342	32	8	32	0	0
		PT5	119										
Roadway23 ; SB 270 (Bridge)		PT1	120	7319	32	481	32	342	32	8	32	0	0
		PT2	121										
Roadway24 ; SB 270		PT1	122	7319	32	481	32	342	32	8	32	0	0
		PT2	123	7319	32	481	32	342	32	8	32	0	0
		PT3	124										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBA11-13

Nobuild AM Receptors H-11 to H-13

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1		PT1	1	2712	60	209	60	129	60	1	60	0	0
		PT2	2	2712	60	209	60	129	60	1	60	0	0
		PT3	3	2712	60	209	60	129	60	1	60	0	0
		PT4	4										
Roadway2 ; 270 NB		PT1	5	2845	60	219	60	135	60	1	60	0	0
		PT2	6	2845	60	219	60	135	60	1	60	0	0
		PT3	7	2845	60	219	60	135	60	1	60	0	0
		PT4	8	2845	60	219	60	135	60	1	60	0	0
		PT5	9	2845	60	219	60	135	60	1	60	0	0
		PT6	10	2845	60	219	60	135	60	1	60	0	0
		PT7	11	2845	60	219	60	135	60	1	60	0	0
		PT8	12										
Roadway3 ; NB ON RAMP		PT1	13	145	30	3	30	2	30	0	0	0	0
		PT2	14	145	30	3	30	2	30	0	0	0	0
		PT3	15	145	30	3	30	2	30	0	0	0	0
		PT4	16	145	30	3	30	2	30	0	0	0	0
		PT5	17	145	30	3	30	2	30	0	0	0	0
		PT6	18	145	30	3	30	2	30	0	0	0	0
		PT7	19	145	30	3	30	2	30	0	0	0	0
		PT8	20	145	30	3	30	2	30	0	0	0	0
		PT9	21										
Roadway4 ; NB HOV		PT1	22	0	0	0	0	0	0	0	0	0	0
		PT2	23	0	0	0	0	0	0	0	0	0	0
		PT3	24	0	0	0	0	0	0	0	0	0	0
		PT4	25	0	0	0	0	0	0	0	0	0	0
		PT5	26	0	0	0	0	0	0	0	0	0	0
		PT6	27	0	0	0	0	0	0	0	0	0	0
		PT7	28	0	0	0	0	0	0	0	0	0	0
		PT8	29	0	0	0	0	0	0	0	0	0	0
		PT9	30	0	0	0	0	0	0	0	0	0	0
		PT10	31	0	0	0	0	0	0	0	0	0	0
		PT11	32	0	0	0	0	0	0	0	0	0	0
		PT12	33										

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Roadway5 ; 270 SB	PT1	34	6497	40	526	40	323	40	4	40	0	0
	PT2	35	6497	40	526	40	323	40	4	40	0	0
	PT3	36	6497	40	526	40	323	40	4	40	0	0
	PT4	37	6497	40	526	40	323	40	4	40	0	0
	PT5	38	6497	40	526	40	323	40	4	40	0	0
	PT6	39	6497	40	526	40	323	40	4	40	0	0
	PT7	40	6497	40	526	40	323	40	4	40	0	0
	PT8	41	6497	40	526	40	323	40	4	40	0	0
	PT9	42	6497	40	526	40	323	40	4	40	0	0
	PT10	43										
Roadway6 ; 270 SB	PT1	44	5724	40	463	40	285	40	4	40	0	0
	PT2	45	5724	40	463	40	285	40	4	40	0	0
	PT3	46	5724	40	463	40	285	40	4	40	0	0
	PT4	47	6298	40	510	40	313	40	4	40	0	0
	PT5	48	6298	40	510	40	313	40	4	40	0	0
	PT6	49										
Roadway7 ;	PT1	50	773	30	63	30	38	30	0	0	0	0
	PT2	51	773	30	63	30	38	30	0	0	0	0
	PT3	52	773	30	63	30	38	30	0	0	0	0
	PT4	53	773	30	63	30	38	30	0	0	0	0
	PT5	54	773	30	63	30	38	30	0	0	0	0
	PT6	55										
Roadway8 ; SB ON RAMP	PT1	56	629	30	14	30	8	30	0	0	0	0
	PT2	57	629	30	14	30	8	30	0	0	0	0
	PT3	58	629	30	14	30	8	30	0	0	0	0
	PT4	59	629	30	14	30	8	30	0	0	0	0
	PT5	60	629	30	14	30	8	30	0	0	0	0
	PT6	61	629	30	14	30	8	30	0	0	0	0
	PT7	62	629	30	14	30	8	30	0	0	0	0
	PT8	63	629	30	14	30	8	30	0	0	0	0
	PT9	64	629	30	14	30	8	30	0	0	0	0
	PT10	65	629	30	14	30	8	30	0	0	0	0
	PT11	66										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBA14-16

Nobuild AM Receptors H-14 to H-16

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	2143	58	205	58	126	58	0	0	0	0	0
	PT2	2	2143	58	205	58	126	58	0	0	0	0	0
	PT3	3	2143	58	205	58	126	58	0	0	0	0	0
	PT4	4	2143	58	205	58	126	58	0	0	0	0	0
	PT5	5	2143	58	205	58	126	58	0	0	0	0	0
	PT6	6	2143	58	205	58	126	58	0	0	0	0	0
	PT7	7	2143	58	205	58	126	58	0	0	0	0	0
	PT8	8	2143	58	205	58	126	58	0	0	0	0	0
	PT9	9	2143	58	205	58	126	58	0	0	0	0	0
	PT10	10											
Roadway2 ; 270 SB	PT1	11	4865	40	486	40	294	40	6	40	0	0	0
	PT2	12	4865	40	486	40	294	40	6	40	0	0	0
	PT3	13	4865	40	486	40	294	40	6	40	0	0	0
	PT4	14	4865	40	486	40	294	40	6	40	0	0	0
	PT5	15	4865	40	486	40	294	40	6	40	0	0	0
	PT6	16	4865	40	486	40	294	40	6	40	0	0	0
	PT7	17	4865	40	486	40	294	40	6	40	0	0	0
	PT8	18	4865	40	486	40	294	40	6	40	0	0	0
	PT9	19	4865	40	486	40	294	40	6	40	0	0	0
	PT10	20	4865	40	486	40	294	40	6	40	0	0	0
	PT11	21	4865	40	486	40	294	40	6	40	0	0	0
	PT12	22	4865	40	486	40	294	40	6	40	0	0	0
	PT13	23											
Roadway3 ; FREDERICK RD	PT1	24	0	0	0	0	0	0	0	0	0	0	0
	PT2	25	0	0	0	0	0	0	0	0	0	0	0
	PT3	26	0	0	0	0	0	0	0	0	0	0	0
	PT4	27	0	0	0	0	0	0	0	0	0	0	0
	PT5	28	0	0	0	0	0	0	0	0	0	0	0
	PT6	29	0	0	0	0	0	0	0	0	0	0	0
	PT7	30	0	0	0	0	0	0	0	0	0	0	0
	PT8	31	0	0	0	0	0	0	0	0	0	0	0
	PT9	32	0	0	0	0	0	0	0	0	0	0	0
	PT10	33	0	0	0	0	0	0	0	0	0	0	0

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		PT11	34	0	0	0	0	0	0	0	0	0	0
		PT12	35										
Roadway4 ; COMUS RD		PT1	36	105	30	10	30	10	30	0	0	0	0
		PT2	37										
Roadway5 ; COMUS RD (Bridge)		PT1	38	105	30	10	30	10	30	0	0	0	0
		PT2	39										
Roadway6 ; COMUS RD		PT1	40	105	30	10	30	10	30	0	0	0	0
		PT2	41	105	30	10	30	10	30	0	0	0	0
		PT3	42	105	30	10	30	10	30	0	0	0	0
		PT4	43										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBA17

Nobuild AM Receptor H-17

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	2143	58		205	58	126	58	0		0	0
	PT2	2	2143	58		205	58	126	58	0		0	0
	PT3	3	2143	58		205	58	126	58	0		0	0
	PT4	4	2143	58		205	58	126	58	0		0	0
	PT5	5	2143	58		205	58	126	58	0		0	0
	PT6	6											
Roadway2 ; 270 SB	PT1	7	4714	40		400	40	356	40	5		40	0
	PT2	8											
Roadway3 ; 270 SB	PT1	9	4865	40		486	40	294	40	6		40	0
	PT2	10	4865	40		486	40	294	40	6		40	0
	PT3	11	4865	40		486	40	294	40	6		40	0
	PT4	12	4865	40		486	40	294	40	6		40	0
	PT5	13	4865	40		486	40	294	40	6		40	0
	PT6	14											
Roadway4 ; SB ON RAMP	PT1	15	167	30		4	30	4	30	0		0	0
	PT2	16	167	30		4	30	4	30	0		0	0
	PT3	17	167	30		4	30	4	30	0		0	0
	PT4	18	167	30		4	30	4	30	0		0	0
	PT5	19	167	30		4	30	4	30	0		0	0
	PT6	20											
Roadway5 ; PEACH TREE RD	PT1	21	0	0		0	0	0	0	0		0	0
	PT2	22	0	0		0	0	0	0	0		0	0
	PT3	23	0	0		0	0	0	0	0		0	0
	PT4	24	0	0		0	0	0	0	0		0	0
	PT5	25	0	0		0	0	0	0	0		0	0
	PT6	26	0	0		0	0	0	0	0		0	0
	PT7	27	0	0		0	0	0	0	0		0	0
	PT8	28	0	0		0	0	0	0	0		0	0
	PT9	29	0	0		0	0	0	0	0		0	0
	PT10	30	0	0		0	0	0	0	0		0	0
	PT11	31	0	0		0	0	0	0	0		0	0
	PT12	32											

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBA18-20

Nobuild AM Receptors H-18 to H-20

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1; 270 NB	PT1	1	2249	58	185	58	164	58	0	0	0	0	0
	PT2	2	2249	58	185	58	164	58	0	0	0	0	0
	PT3	3	2249	58	185	58	164	58	0	0	0	0	0
	PT4	4	2249	58	185	58	164	58	0	0	0	0	0
	PT5	5	2249	58	185	58	164	58	0	0	0	0	0
	PT6	6	2249	58	185	58	164	58	0	0	0	0	0
	PT7	7	2249	58	185	58	164	58	0	0	0	0	0
	PT8	8	2249	58	185	58	164	58	0	0	0	0	0
	PT9	9	2249	58	185	58	164	58	0	0	0	0	0
	PT10	10											
Roadway2 ; 270 SB	PT1	11	4843	40	411	40	366	40	6	40	0	0	0
	PT2	12	4843	40	411	40	366	40	6	40	0	0	0
	PT3	13	4843	40	411	40	366	40	6	40	0	0	0
	PT4	14	4843	40	411	40	366	40	6	40	0	0	0
	PT5	15	4843	40	411	40	366	40	6	40	0	0	0
	PT6	16	4843	40	411	40	366	40	6	40	0	0	0
	PT7	17	4843	40	411	40	366	40	6	40	0	0	0
	PT8	18	4843	40	411	40	366	40	6	40	0	0	0
	PT9	19	4843	40	411	40	366	40	6	40	0	0	0
	PT10	20	4843	40	411	40	366	40	6	40	0	0	0
	PT11	21											
Roadway3 ; FIRE TOWER RD	PT1	22	0	0	0	0	0	0	0	0	0	0	0
	PT2	23	0	0	0	0	0	0	0	0	0	0	0
	PT3	24	0	0	0	0	0	0	0	0	0	0	0
	PT4	25	0	0	0	0	0	0	0	0	0	0	0
	PT5	26	0	0	0	0	0	0	0	0	0	0	0
	PT6	27	0	0	0	0	0	0	0	0	0	0	0
	PT7	28	0	0	0	0	0	0	0	0	0	0	0
	PT8	29											
Roadway4 ; FIRE TOWER RD	PT1	30	0	0	0	0	0	0	0	0	0	0	0
	PT2	31	0	0	0	0	0	0	0	0	0	0	0
	PT3	32	0	0	0	0	0	0	0	0	0	0	0
	PT4	33											

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Roadway5 ; 270 NB	PT1	34	2249	58	185	58	164	58	0	0	0	0
	PT2	35	2249	58	185	58	164	58	0	0	0	0
	PT3	36	2249	58	185	58	164	58	0	0	0	0
	PT4	37	2249	58	185	58	164	58	0	0	0	0
	PT5	38										
Roadway6 ; 270 SB	PT1	39	4843	40	411	40	366	40	6	40	0	0
	PT2	40	4843	40	411	40	366	40	6	40	0	0
	PT3	41	4843	40	411	40	366	40	6	40	0	0
	PT4	42	4843	40	411	40	366	40	6	40	0	0
	PT5	43	4843	40	411	40	366	40	6	40	0	0
	PT6	44	4843	40	411	40	366	40	6	40	0	0
	PT7	45	4843	40	411	40	366	40	6	40	0	0
	PT8	46	4843	40	411	40	366	40	6	40	0	0
	PT9	47	4843	40	411	40	366	40	6	40	0	0
	PT10	48	4843	40	411	40	366	40	6	40	0	0
	PT11	49	4843	40	411	40	366	40	6	40	0	0
	PT12	50	4843	40	411	40	366	40	6	40	0	0
	PT13	51	4843	40	411	40	366	40	6	40	0	0
	PT14	52	4843	40	411	40	366	40	6	40	0	0
	PT15	53	4843	40	411	40	366	40	6	40	0	0
	PT16	54	4843	40	411	40	366	40	6	40	0	0
	PT17	55	4843	40	411	40	366	40	6	40	0	0
	PT18	56	4843	40	411	40	366	40	6	40	0	0
	PT19	57										
Roadway7 ; FIRE TOWER RD	PT1	58	0	0	0	0	0	0	0	0	0	0
	PT2	59	0	0	0	0	0	0	0	0	0	0
	PT3	60	0	0	0	0	0	0	0	0	0	0
	PT4	61	0	0	0	0	0	0	0	0	0	0
	PT5	62	0	0	0	0	0	0	0	0	0	0
	PT6	63	0	0	0	0	0	0	0	0	0	0
	PT7	64										
Roadway8 ; DR PERRY RD	PT1	65	0	0	0	0	0	0	0	0	0	0
	PT2	66	0	0	0	0	0	0	0	0	0	0
	PT3	67	0	0	0	0	0	0	0	0	0	0
	PT4	68										
Roadway9 ; DR PERRY RD	PT1	69	0	0	0	0	0	0	0	0	0	0
	PT2	70	0	0	0	0	0	0	0	0	0	0
	PT3	71										
Roadway10 ; 270 NB	PT1	72	2249	58	185	58	164	58	0	0	0	0
	PT2	73	2249	58	185	58	164	58	0	0	0	0
	PT3	74										
Roadway11 ; 270 NB (Bridge)	PT1	75	2249	58	185	58	164	58	0	0	0	0
	PT2	76										
Roadway12 ; 270 NB	PT1	77	2249	58	185	58	164	58	0	0	0	0
	PT2	78	2249	58	185	58	164	58	0	0	0	0
	PT3	79	2249	58	185	58	164	58	0	0	0	0
	PT4	80	2249	58	185	58	164	58	0	0	0	0
	PT5	81	2249	58	185	58	164	58	0	0	0	0

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	PT6	82	2249	58	185	58	164	58	0	0	0	0
	PT7	83	2249	58	185	58	164	58	0	0	0	0
	PT8	84	2249	58	185	58	164	58	0	0	0	0
	PT9	85	2249	58	185	58	164	58	0	0	0	0
	PT10	86	2249	58	185	58	164	58	0	0	0	0
	PT11	87	2249	58	185	58	164	58	0	0	0	0
	PT12	88	2249	58	185	58	164	58	0	0	0	0
	point103	103	2249	58	185	58	164	58	0	0	0	0
	PT13	89	2249	58	185	58	164	58	0	0	0	0
	PT14	90	2249	58	185	58	164	58	0	0	0	0
	PT15	91	2249	58	185	58	164	58	0	0	0	0
	PT16	92										
Roadway13 ; 270 SB	PT0	104	4843	40	411	40	366	40	6	40	0	0
	PT1	93	4843	40	411	40	366	40	6	40	0	0
	PT2	94	4843	40	411	40	366	40	6	40	0	0
	PT3	95	4843	40	411	40	366	40	6	40	0	0
	PT4	96	4843	40	411	40	366	40	6	40	0	0
	PT5	97										
Roadway14 ; 270 SB (Bridge)	PT1	98	4843	40	411	40	366	40	6	40	0	0
	PT2	99										
Roadway15 ; 270 SB	PT1	100	4843	40	411	40	366	40	6	40	0	0
	PT2	101	4843	40	411	40	366	40	6	40	0	0
	PT3	102										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBA21-24

Nobuild AM Receptors H-21 to H-24

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	2090	56	164	56	119	56	2	56	0	0	0
	PT2	2	2090	56	164	56	119	56	2	56	0	0	0
	PT3	3											
Roadway2 ; 270 NB	PT1	4	2882	56	226	56	164	56	3	56	0	0	0
	PT2	5	2882	56	226	56	164	56	3	56	0	0	0
	PT3	6	2882	56	226	56	164	56	3	56	0	0	0
	PT4	7	2882	56	226	56	164	56	3	56	0	0	0
	PT5	8	2882	56	226	56	164	56	3	56	0	0	0
	PT6	9	2882	56	226	56	164	56	3	56	0	0	0
	PT7	10	2882	56	226	56	164	56	3	56	0	0	0
	PT8	11	2882	56	226	56	164	56	3	56	0	0	0
	PT9	12	2882	56	226	56	164	56	3	56	0	0	0
	PT10	13											
Roadway3 ; NB OFF RAMP	PT1	14	195	30	16	30	14	30	0	0	0	0	0
	PT2	15	195	30	16	30	14	30	0	0	0	0	0
	PT3	16	195	30	16	30	14	30	0	0	0	0	0
	PT4	17	195	30	16	30	14	30	0	0	0	0	0
	PT5	18	195	30	16	30	14	30	0	0	0	0	0
	PT6	19	195	30	16	30	14	30	0	0	0	0	0
	PT7	20	195	30	16	30	14	30	0	0	0	0	0
	PT8	21	195	30	16	30	14	30	0	0	0	0	0
	PT9	22											
Roadway4 ; NB OFF RAMP TO 80 EB	PT1	23	0	0	0	0	0	0	0	0	0	0	0
	PT2	24											
Roadway5 ; NB OFF RAMP TO 80 WB	PT1	25	195	30	16	30	14	30	0	0	0	0	0
	PT2	26	195	30	16	30	14	30	0	0	0	0	0
	PT3	27	195	30	16	30	14	30	0	0	0	0	0
	PT4	28											
Roadway6 ; MD 80	PT1	29	3177	40	56	40	39	40	3	40	0	0	0
	PT2	30	3177	40	56	40	39	40	3	40	0	0	0
	PT3	31											
Roadway7 ; MD 80	PT1	33	2304	40	40	40	29	40	2	40	0	0	0
	PT2	34											
Roadway8 ; MD 80	PT1	35	2304	40	40	40	29	40	2	40	0	0	0
	PT2	36											
Roadway9 ; MD 80	PT1	37	2304	40	40	40	29	40	2	40	0	0	0
	PT2	38											
Roadway10 ; MD 80	PT1	39	2522	40	44	40	31	40	3	40	0	0	0
	PT2	40											
Roadway11 ; MD 80	PT1	41	2522	40	44	40	31	40	3	40	0	0	0
	PT2	42											
Roadway12 ; MD 80	PT1	43	2522	40	44	40	31	40	3	40	0	0	0
	PT2	44											
Roadway13 ; MD 80	PT1	45	2522	40	44	40	31	40	3	40	0	0	0
	PT2	46											
Roadway14 ; NB ON RAMP	PT1	47	873	30	14	30	11	30	2	30	0	0	0
	PT2	48	873	30	14	30	11	30	2	30	0	0	0
	PT3	49	873	30	14	30	11	30	2	30	0	0	0
	PT4	50											
Roadway15 ; NB ON RAMP	PT1	51	0	0	0	0	0	0	0	0	0	0	0
	PT2	52											
Roadway16 ; NB ON RAMP	PT1	53	873	30	14	30	11	30	2	30	0	0	0
	PT2	54	873	30	14	30	11	30	2	30	0	0	0
	PT3	55	873	30	14	30	11	30	2	30	0	0	0
	PT4	56	873	30	14	30	11	30	2	30	0	0	0
	PT5	57	873	30	14	30	11	30	2	30	0	0	0
	PT6	58	873	30	14	30	11	30	2	30	0	0	0
	PT7	59	873	30	14	30	11	30	2	30	0	0	0
	PT8	60	873	30	14	30	11	30	2	30	0	0	0
	PT9	61	873	30	14	30	11	30	2	30	0	0	0
	PT10	62											
Roadway17 ; MD 80	PT1	63	0	0	0	0	0	0	0	0	0	0	0
	PT2	64	0	0	0	0	0	0	0	0	0	0	0
	PT3	65	0	0	0	0	0	0	0	0	0	0	0
	PT4	66	0	0	0	0	0	0	0	0	0	0	0
	PT5	67	0	0	0	0	0	0	0	0	0	0	0
	PT6	68	0	0	0	0	0	0	0	0	0	0	0
	PT7	69	0	0	0	0	0	0	0	0	0	0	0
	PT8	70	0	0	0	0	0	0	0	0	0	0	0
	PT9	71											
Roadway18 ; 270 SB	PT1	72	6234	30	513	30	371	30	7	30	0	0	0
	PT2	73	6234	30	513	30	371	30	7	30	0	0	0

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		PT3	74	6234	30	513	30	371	30	7	30	0	0
		PT4	75	6234	30	513	30	371	30	7	30	0	0
		PT5	76	6234	30	513	30	371	30	7	30	0	0
		PT6	77	6234	30	513	30	371	30	7	30	0	0
		PT7	78	6234	30	513	30	371	30	7	30	0	0
		PT8	79	6234	30	513	30	371	30	7	30	0	0
		PT9	80	6234	30	513	30	371	30	7	30	0	0
		PT10	81	6234	30	513	30	371	30	7	30	0	0
		PT11	82	6234	30	513	30	371	30	7	30	0	0
		PT12	83	6234	30	513	30	371	30	7	30	0	0
		PT13	84	6234	30	513	30	371	30	7	30	0	0
		PT14	85	6234	30	513	30	371	30	7	30	0	0
		PT15	86	6234	30	513	30	371	30	7	30	0	0
		PT16	87	6234	30	513	30	371	30	7	30	0	0
		PT17	88										
Roadway19 ; 270 SB (Bridge)		PT1	89	6234	30	513	30	371	30	7	30	0	0
		PT2	90										
Roadway20 ; 270 SB		PT1	91	6234	30	513	30	371	30	7	30	0	0
		PT2	92	6234	30	513	30	371	30	7	30	0	0
		PT3	93	6234	30	513	30	371	30	7	30	0	0
		PT4	94	6234	30	513	30	371	30	7	30	0	0
		PT5	95										
Roadway21 ; 270 NB		PT1	96	2249	56	185	56	164	56	0	0	0	0
		PT2	97	2249	56	185	56	164	56	0	0	0	0
		PT3	98										
Roadway 22; 270 NB		PT1	99	2249	56	185	56	164	56	0	0	0	0
		PT2	100	2249	56	185	56	164	56	0	0	0	0
		PT3	101										
Roadway23 ; 270 NB (Bridge)		PT1	102	2249	56	185	56	164	56	0	0	0	0
		PT2	103										
Roadway24 ; 270 NB		PT1	104	2249	56	185	56	164	56	0	0	0	0
		PT2	105										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBA25-27

Nobuild AM Receptors H-25 to H-27

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	2882	56	226	56	164	56	3	56	0	0	0
	PT2	2	2882	56	226	56	164	56	3	56	0	0	0
	PT3	3	2882	56	226	56	164	56	3	56	0	0	0
	point42	42	2882	56	226	56	164	56	3	56	0	0	0
	PT4	4	2882	56	226	56	164	56	3	56	0	0	0
	point43	43	2882	56	226	56	164	56	3	56	0	0	0
	PT5	5											
Roadway2 ; 270 NB	PT1	6	2882	56	226	56	164	56	3	56	0	0	0
	PT2	7											
Roadway3 ; BAKER VALLEY RD	PT1	8	595	30	20	30	10	30	0	0	0	0	0
	PT2	9	595	30	20	30	10	30	0	0	0	0	0
	PT3	10	595	30	20	30	10	30	0	0	0	0	0
	PT4	11											
Roadway4 ; 270 NB	PT1	12	2882	56	226	56	164	56	3	56	0	0	0
	PT2	13	2882	56	226	56	164	56	3	56	0	0	0
	PT3	14	2882	56	226	56	164	56	3	56	0	0	0
	PT4	15	2882	56	226	56	164	56	3	56	0	0	0
	PT5	16	2882	56	226	56	164	56	3	56	0	0	0
	PT6	17											
Roadway5 ; 270 NB (Bridge)	PT1	18	2882	56	226	56	164	56	3	56	0	0	0
	PT2	19											
Roadway6 ; 270 NB	PT1	20	2882	56	226	56	164	56	3	56	0	0	0
	PT2	21	2882	56	226	56	164	56	3	56	0	0	0
	PT3	22	2882	56	226	56	164	56	3	56	0	0	0
	PT4	23											
Roadway7 ; 270 SB	PT1	24	6234	30	513	30	371	30	7	30	0	0	0
	PT2	25	6234	30	513	30	371	30	7	30	0	0	0
	PT3	26	6234	30	513	30	371	30	7	30	0	0	0
	PT4	27	6234	30	513	30	371	30	7	30	0	0	0
	PT5	28											
Roadway8 ; 270 SB (Bridge)	PT1	29	6234	30	513	30	371	30	7	30	0	0	0
	PT2	30											
Roadway9 ; 270 SB	PT1	31	6234	30	513	30	371	30	7	30	0	0	0

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		PT2	32	6234	30	513	30	371	30	7	30	0	0
		PT3	33	6234	30	513	30	371	30	7	30	0	0
		PT4	34	6234	30	513	30	371	30	7	30	0	0
		PT5	35	6234	30	513	30	371	30	7	30	0	0
		PT6	36	6234	30	513	30	371	30	7	30	0	0
		PT7	37	6234	30	513	30	371	30	7	30	0	0
		point44	44	6234	30	513	30	371	30	7	30	0	0
		PT8	38	6234	30	513	30	371	30	7	30	0	0
		PT9	39	6234	30	513	30	371	30	7	30	0	0
		PT10	40	6234	30	513	30	371	30	7	30	0	0
		PT11	41										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBA28-30

Nobuild AM Receptors H-28 to H-30

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB		PT1	1	2882	56	226	56	164	56	3	56	0	0
		PT2	2	2882	56	226	56	164	56	3	56	0	0
		PT3	3										
Roadway2 ; 270 NB		PT1	4	2882	56	226	56	164	56	3	56	0	0
		PT2	5	2882	56	226	56	164	56	3	56	0	0
		PT3	6	2882	56	226	56	164	56	3	56	0	0
		PT4	7										
Roadway3 ; 270 NB		PT1	8	2882	56	226	56	164	56	3	56	0	0
		PT2	9	2882	56	226	56	164	56	3	56	0	0
		PT3	10	2882	56	226	56	164	56	3	56	0	0
		PT4	11	2882	56	226	56	164	56	3	56	0	0
		PT5	12	2882	56	226	56	164	56	3	56	0	0
		PT6	13										
Roadway4 ; 270 SB		PT1	14	6234	30	513	30	371	30	7	30	0	0
		PT2	15	6234	30	513	30	371	30	7	30	0	0
		PT3	16	6234	30	513	30	371	30	7	30	0	0
		PT4	17	6234	30	513	30	371	30	7	30	0	0
		PT5	18	6234	30	513	30	371	30	7	30	0	0
		PT6	19										
Roadway5 ; 270 SB		PT1	20	6234	30	513	30	371	30	7	30	0	0
		PT2	21	6234	30	513	30	371	30	7	30	0	0
		PT3	22	6234	30	513	30	371	30	7	30	0	0
		PT4	23	6234	30	513	30	371	30	7	30	0	0
		PT5	24										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBA31-33

Nobuild AM Receptors H-31 to H-33

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	3064	59	224	59	162	59	0	0	0	0	0
	PT2	2											
Roadway2 ; 270 NB	PT1	3	1221	59	89	59	65	59	0	0	0	0	0
	PT2	4	1221	59	89	59	65	59	0	0	0	0	0
	PT3	5	1221	59	89	59	65	59	0	0	0	0	0
	PT4	6	1221	59	89	59	65	59	0	0	0	0	0
	PT5	7	1221	59	89	59	65	59	0	0	0	0	0
	PT6	8	1221	59	89	59	65	59	0	0	0	0	0
	PT7	9											
Roadway3 ; 40 NB	PT1	10	1835	57	153	57	111	57	0	0	0	0	0
	PT2	11											
Roadway4 40 NB	PT1	12	1835	57	153	57	111	57	0	0	0	0	0
	PT2	13	1835	57	153	57	111	57	0	0	0	0	0
	PT3	14											
Roadway5 ; 70 WB	PT1	15	1288	55	224	55	162	55	0	0	0	0	0
	PT2	16	1288	55	224	55	162	55	0	0	0	0	0
	PT3	17											
Roadway6 ; NB ON RAMP	PT1	18	558	30	97	30	70	30	0	0	0	0	0
	PT2	19	558	30	97	30	70	30	0	0	0	0	0
	PT3	20	558	30	97	30	70	30	0	0	0	0	0
	PT4	21	558	30	97	30	70	30	0	0	0	0	0
	PT5	22	558	30	97	30	70	30	0	0	0	0	0
	PT6	23	558	30	97	30	70	30	0	0	0	0	0
	PT7	24	558	30	97	30	70	30	0	0	0	0	0
	PT8	25	558	30	97	30	70	30	0	0	0	0	0
	PT9	26	558	30	97	30	70	30	0	0	0	0	0
	PT10	27											
Roadway7 ; 40 SB	PT1	28	3848	57	248	57	180	57	0	0	0	0	0
	PT2	29	3848	57	248	57	180	57	0	0	0	0	0
	PT3	30	3848	57	248	57	180	57	0	0	0	0	0
	PT4	31											
Roadway8 ; 40 SB	PT1	32	3848	57	248	57	180	57	0	0	0	0	0
	PT2	33											

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Roadway9 ; 270 SB	PT1	34	1665	57	107	57	78	57	0	0	0	0
	PT2	35	1665	57	107	57	78	57	0	0	0	0
	PT3	36	1665	57	107	57	78	57	0	0	0	0
	PT4	37	1665	57	107	57	78	57	0	0	0	0
	PT5	38										
Roadway10 ; 270 SB	PT1	39	2813	34	181	34	131	34	0	0	0	0
	PT2	40										
Roadway11 ; 270 SB	PT1	41	5456	34	434	34	310	34	0	0	0	0
	PT2	42	5456	34	434	34	310	34	0	0	0	0
	PT3	43	5456	34	434	34	310	34	0	0	0	0
	PT4	44										
Roadway12 ; SB OFF TO 70 EB	PT1	45	1148	30	74	30	54	30	0	0	0	0
	PT2	46	1148	30	74	30	54	30	0	0	0	0
	PT3	47	1148	30	74	30	54	30	0	0	0	0
	PT4	48	1148	30	74	30	54	30	0	0	0	0
	PT5	49	1148	30	74	30	54	30	0	0	0	0
	PT6	50	1148	30	74	30	54	30	0	0	0	0
	PT7	51	1148	30	74	30	54	30	0	0	0	0
	PT8	52	1148	30	74	30	54	30	0	0	0	0
	PT9	53	1148	30	74	30	54	30	0	0	0	0
	PT10	54	1148	30	74	30	54	30	0	0	0	0
	PT11	55	1148	30	74	30	54	30	0	0	0	0
	PT12	56										
Roadway13 ; SB ON FR 70 EB	PT1	57	2417	30	381	30	277	30	0	0	0	0
	PT2	58	2417	30	381	30	277	30	0	0	0	0
	PT3	59	2417	30	381	30	277	30	0	0	0	0
	PT4	60	2417	30	381	30	277	30	0	0	0	0
	PT5	61	2417	30	381	30	277	30	0	0	0	0
	PT6	62	2417	30	381	30	277	30	0	0	0	0
	PT7	63	2417	30	381	30	277	30	0	0	0	0
	PT8	64	2417	30	381	30	277	30	0	0	0	0
	PT9	65	2417	30	381	30	277	30	0	0	0	0
	PT10	66										
Roadway14 ; 70 EB	PT1	67	2220	55	350	55	254	55	0	0	0	0
	PT2	68	2220	55	350	55	254	55	0	0	0	0
	PT3	69										
Roadway15 ; 70 EB	PT1	70	3246	55	512	55	372	55	0	0	0	0
	PT2	71										
Roadway16 ; NEW DESIGN RD	PT1	72	0	0	0	0	0	0	0	0	0	0
	PT2	73										
Roadway17 ; NEW DESIGN RD (Bridge)	PT1	74	0	0	0	0	0	0	0	0	0	0
	PT2	75										
Roadway18 ; NEW DESIGN RD	PT1	76	0	0	0	0	0	0	0	0	0	0
	PT2	77										
Roadway19 ; 70 EB (Bridge)	PT1	78	3246	55	512	55	372	55	0	0	0	0
	PT2	79										
Roadway20 ; NB OFF TO 70 WB	PT1	80	1843	30	135	30	98	30	0	0	0	0

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	PT2	81	1843	30	135	30	98	30	0	0	0	0
	PT3	82	1843	30	135	30	98	30	0	0	0	0
	PT4	83	1843	30	135	30	98	30	0	0	0	0
	PT5	84										
Roadway21 ; OFF TO 70 WB (Bridge)	PT1	85	1843	30	135	30	98	30	0	0	0	0
	PT2	86										
Roadway22 ; OFF TO 70 WB	PT1	87	1177	30	86	30	62	30	0	0	0	0
	PT2	88	1177	30	86	30	62	30	0	0	0	0
	PT3	89	1177	30	86	30	62	30	0	0	0	0
	PT4	90	1177	30	86	30	62	30	0	0	0	0
	PT5	91	1177	30	86	30	62	30	0	0	0	0
	PT6	92	1177	30	86	30	62	30	0	0	0	0
	PT7	93										
Roadway23 ; OFF TO 70 WB (Over 70E)	PT1	94	1177	30	86	30	62	30	0	0	0	0
	PT2	95										
Roadway24 ; OFF TO 70 WB	PT1	96	1177	30	86	30	62	30	0	0	0	0
	PT2	97	1177	30	86	30	62	30	0	0	0	0
	PT3	98	1177	30	86	30	62	30	0	0	0	0
	PT4	99	1177	30	86	30	62	30	0	0	0	0
	PT5	100										
Roadway25 ; OFF TO 70 W (Over 270)	PT1	101	1177	30	86	30	62	30	0	0	0	0
	PT2	102										
Roadway26 ; 70 W (Over 270)	PT1	103	1288	55	224	55	162	55	0	0	0	0
	PT2	104										
Roadway27 ; 70 WB (Over 270)	PT1	105	2406	55	345	55	252	55	0	0	0	0
	PT2	106										
Roadway28 ; 70 WB	PT1	107	2406	55	345	55	252	55	0	0	0	0
	PT2	108	0	0	0	0	0	0	0	0	0	0
	PT3	109										
Roadway29 ; 70 WB (Over SB OFF)	PT1	110	2406	55	345	55	252	55	0	0	0	0
	PT2	111										
Roadway30 ; 70 WB	PT1	112	2406	55	345	55	252	55	0	0	0	0
	PT2	113										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBA34-42

Nobuild AM Receptors H-34 to H-42

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks				HTrucks		Buses	Motorcycles
			V	S	V	S	V	S	V	S	V	S	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	mph
Roadway1 ; 15/40 NB	PT1	1	3508	57	256	57	116	57	0	0	0	0	0
	PT2	2	3508	57	256	57	116	57	0	0	0	0	0
	PT3	3											
Roadway2 ; 15/40 NB	PT1	4	3752	57	274	57	125	57	0	0	0	0	0
	PT2	5	3752	57	274	57	125	57	0	0	0	0	0
	PT3	6	3752	57	274	57	125	57	0	0	0	0	0
	PT4	7	3752	57	274	57	125	57	0	0	0	0	0
	PT5	8	3752	57	274	57	125	57	0	0	0	0	0
	PT6	9	3752	57	274	57	125	57	0	0	0	0	0
	PT7	10											
Roadway3 ; 15/40 NB	PT1	11	3345	57	244	57	111	57	0	0	0	0	0
	PT2	12	3345	57	244	57	111	57	0	0	0	0	0
	PT3	13											
Roadway4 ; 15 NB	PT1	14	3345	57	244	57	111	57	0	0	0	0	0
	PT2	15											
Roadway5 ; 15 NB	PT1	16	2283	55	167	55	76	55	0	0	0	0	0
	PT2	17	2283	55	167	55	76	55	0	0	0	0	0
	PT3	18	2283	55	167	55	76	55	0	0	0	0	0
	PT4	19											
Roadway6 ; 15 NB	PT1	20	2573	56	154	56	73	56	0	0	0	0	0
	PT2	21	2573	56	154	56	73	56	0	0	0	0	0
	PT3	22	2573	56	154	56	73	56	0	0	0	0	0
	PT4	23											
Roadway7 ; 15 NB	PT1	24	2739	56	171	56	90	56	0	0	0	0	0
	PT2	25	2739	56	171	56	90	56	0	0	0	0	0
	PT3	26	2739	56	171	56	90	56	0	0	0	0	0
	PT4	27											
Roadway8 ; 15 SB	PT1	28	3557	48	222	48	121	48	0	0	0	0	0
	PT2	29											
Roadway9 ; 15 SB	PT1	30	4347	48	255	48	118	48	5	48	0	0	0
	PT2	31	4347	48	255	48	118	48	5	48	0	0	0
	PT3	32	4347	48	255	48	118	48	5	48	0	0	0
	PT4	33	4347	48	255	48	118	48	5	48	0	0	0
	PT5	34	4347	48	255	48	118	48	5	48	0	0	0
	PT6	35	4347	48	255	48	118	48	5	48	0	0	0
	PT7	36	4347	48	255	48	118	48	5	48	0	0	0
	PT8	37											
Roadway10 ; 15 SB	PT1	38	3887	48	228	48	106	48	4	48	0	0	0
	PT2	39											
Roadway11 15 SB	PT1	40	4002	54	235	54	109	54	4	54	0	0	0
	PT2	41											
Roadway12 ; 15 SB	PT1	42	3631	54	302	54	143	54	0	0	0	0	0
	PT2	43											
Roadway13 ; 15/40 SB	PT1	44	5056	54	420	54	199	54	0	0	0	0	0
	PT2	45	5056	54	420	54	199	54	0	0	0	0	0
	PT3	46	5056	54	420	54	199	54	0	0	0	0	0
	PT4	47	5056	54	420	54	199	54	0	0	0	0	0
	PT5	48	5056	54	420	54	199	54	0	0	0	0	0
	PT6	49	5056	54	420	54	199	54	0	0	0	0	0

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		PT7	50										
Roadway14 ; 15/40 SB		PT1	51 3475	54	289	54	137	54	0	0	0	0	0
		PT2	52 3475	54	289	54	137	54	0	0	0	0	0
		PT3	53 3475	54	289	54	137	54	0	0	0	0	0
		PT4	54 3475	54	289	54	137	54	0	0	0	0	0
		PT5	55										
Roadway15 ; NB ON FR JEFF. ST		PT1	56 256	30	10	30	5	30	0	0	0	0	0
		PT2	57 256	30	10	30	5	30	0	0	0	0	0
		PT3	58 256	30	10	30	5	30	0	0	0	0	0
		PT4	59 256	30	10	30	5	30	0	0	0	0	0
		PT5	60 256	30	10	30	5	30	0	0	0	0	0
		PT6	61 256	30	10	30	5	30	0	0	0	0	0
		PT7	62 256	30	10	30	5	30	0	0	0	0	0
		PT8	63										
Roadway16 ; NB OFF TO MD144 EB		PT1	64 407	30	30	30	14	30	0	0	0	0	0
		PT2	65 407	30	30	30	14	30	0	0	0	0	0
		PT3	66 407	30	30	30	14	30	0	0	0	0	0
		PT4	67 407	30	30	30	14	30	0	0	0	0	0
		PT5	68 407	30	30	30	14	30	0	0	0	0	0
		PT6	69 407	30	30	30	14	30	0	0	0	0	0
		PT7	70 407	30	30	30	14	30	0	0	0	0	0
		PT8	71 407	30	30	30	14	30	0	0	0	0	0
		PT9	72 407	30	30	30	14	30	0	0	0	0	0
		PT10	73 407	30	30	30	14	30	0	0	0	0	0
		PT11	74										
Roadway17 ; NB ON FR MD 144		PT1	75 0	0	0	0	0	0	0	0	0	0	0
		PT2	76 0	0	0	0	0	0	0	0	0	0	0
		PT3	77 0	0	0	0	0	0	0	0	0	0	0
		PT4	78 0	0	0	0	0	0	0	0	0	0	0
		PT5	79 0	0	0	0	0	0	0	0	0	0	0
		PT6	80 0	0	0	0	0	0	0	0	0	0	0
		PT7	81 0	0	0	0	0	0	0	0	0	0	0
		PT8	82 0	0	0	0	0	0	0	0	0	0	0
		PT9	83 0	0	0	0	0	0	0	0	0	0	0
		PT10	84 0	0	0	0	0	0	0	0	0	0	0
		PT11	85 0	0	0	0	0	0	0	0	0	0	0
		PT12	86 0	0	0	0	0	0	0	0	0	0	0
		PT13	87										
Roadway18 ; NB OFF TO MD 144 WB		PT1	88 1062	30	78	30	36	30	0	0	0	0	0
		PT2	89 1062	30	78	30	36	30	0	0	0	0	0
		PT3	90 1062	30	78	30	36	30	0	0	0	0	0
		PT4	91 1062	30	78	30	36	30	0	0	0	0	0
		PT5	92 1062	30	78	30	36	30	0	0	0	0	0
		PT6	93 1062	30	78	30	36	30	0	0	0	0	0
		PT7	94 1062	30	78	30	36	30	0	0	0	0	0
		PT8	95 1062	30	78	30	36	30	0	0	0	0	0
		PT9	96 1062	30	78	30	36	30	0	0	0	0	0
		PT10	97 1062	30	78	30	36	30	0	0	0	0	0
		PT11	98										
Roadway19 ; NB ON FR MD 144 WB		PT1	99 870	30	35	30	17	30	4	30	0	0	0
		PT2	100 870	30	35	30	17	30	4	30	0	0	0
		PT3	101 870	30	35	30	17	30	4	30	0	0	0
		PT4	102 870	30	35	30	17	30	4	30	0	0	0
		PT5	103 870	30	35	30	17	30	4	30	0	0	0
		PT6	104 870	30	35	30	17	30	4	30	0	0	0
		PT7	105										
Roadway20 ; NB OFF TO ROSEMONT		PT1	106 597	30	36	30	17	30	0	0	0	0	0
		PT2	107 597	30	36	30	17	30	0	0	0	0	0
		PT3	108 597	30	36	30	17	30	0	0	0	0	0
		PT4	109 597	30	36	30	17	30	0	0	0	0	0
		PT5	110 597	30	36	30	17	30	0	0	0	0	0
		PT6	111 597	30	36	30	17	30	0	0	0	0	0
		PT7	112										

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Roadway21 ; NB ON FR ROSEMONT	PT1	113	193	30	5	30	3	30	0	0	0	0
	PT2	114	193	30	5	30	3	30	0	0	0	0
	PT3	115	193	30	5	30	3	30	0	0	0	0
	PT4	116	193	30	5	30	3	30	0	0	0	0
	PT5	117	193	30	5	30	3	30	0	0	0	0
	PT6	118	193	30	5	30	3	30	0	0	0	0
	PT7	119										
Roadway22 ; 2ND STREET	PT1	120	0	0	0	0	0	0	0	0	0	0
	PT2	121	0	0	0	0	0	0	0	0	0	0
	PT3	122	0	0	0	0	0	0	0	0	0	0
	PT4	123										
Roadway23 ; SB OFF TO ROSEMONT	PT1	124	136	30	9	30	5	30	0	0	0	0
	PT2	125	136	30	9	30	5	30	0	0	0	0
	PT3	126	136	30	9	30	5	30	0	0	0	0
	PT4	127	136	30	9	30	5	30	0	0	0	0
	PT5	128	136	30	9	30	5	30	0	0	0	0
	PT6	129	136	30	9	30	5	30	0	0	0	0
	PT7	130	136	30	9	30	5	30	0	0	0	0
	PT8	131										
Roadway24 ; SB ON FR ROSEMONT	PT1	132	776	30	31	30	17	30	1	30	0	0
	PT2	133	776	30	31	30	17	30	1	30	0	0
	PT3	134	776	30	31	30	17	30	1	30	0	0
	PT4	135	776	30	31	30	17	30	1	30	0	0
	PT5	136										
Roadway25 ; ROSEMONT AVE	PT1	137	1180	30	29	30	16	30	0	0	0	0
	PT2	138										
Roadway26 ; ROSEMONT AVE	PT1	139	1180	30	29	30	16	30	0	0	0	0
	PT2	140										
Roadway27 ; ROSEMONT AVE	PT1	141	1613	30	53	30	29	30	5	30	0	0
	PT2	142	1613	30	53	30	29	30	5	30	0	0
	PT3	143	1613	30	53	30	29	30	5	30	0	0
	PT4	144										
Roadway28 ; SB OFF TO WB 40	PT1	145	460	30	27	30	13	30	1	30	0	0
	PT2	146	460	30	27	30	13	30	1	30	0	0
	PT3	147	460	30	27	30	13	30	1	30	0	0
	PT4	148	460	30	27	30	13	30	1	30	0	0
	PT5	149	460	30	27	30	13	30	1	30	0	0
	PT6	150										
Roadway29 ; SB ON FR WB 40	PT1	151	118	30	5	30	2	30	1	30	0	0
	PT2	152	118	30	5	30	2	30	1	30	0	0
	PT3	153	118	30	5	30	2	30	1	30	0	0
	PT4	154	118	30	5	30	2	30	1	30	0	0
	PT5	155	118	30	5	30	2	30	1	30	0	0
	PT6	156	118	30	5	30	2	30	1	30	0	0
	PT7	157	118	30	5	30	2	30	1	30	0	0
	PT8	158	118	30	5	30	2	30	1	30	0	0
	PT9	159										
Roadway30 ; SB ON TO EB 40	PT1	160	253	30	15	30	7	30	0	0	0	0
	PT2	161	253	30	15	30	7	30	0	0	0	0
	PT3	162	253	30	15	30	7	30	0	0	0	0
	PT4	163	253	30	15	30	7	30	0	0	0	0
	PT5	164	253	30	15	30	7	30	0	0	0	0
	PT6	165	253	30	15	30	7	30	0	0	0	0
	PT7	166	253	30	15	30	7	30	0	0	0	0
	PT8	167	253	30	15	30	7	30	0	0	0	0
	PT9	168										
Roadway31 ; WB 40	PT1	169	329	30	13	30	6	30	1	30	0	0
	PT2	170										
Roadway32 ; WB 40	PT1	171	1434	30	58	30	27	30	6	30	0	0
	PT2	172	1434	30	58	30	27	30	6	30	0	0
	PT3	173										
Roadway33 ; WB 40	PT1	174	1337	30	42	30	20	30	1	30	0	0
	PT2	175										

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Roadway34 ; WB 40	PT1	176	1815	30	57	30	27	30	2	30	0	0
	PT2	177										
Roadway35 ; EB 40	PT1	178	928	30	48	30	23	30	1	30	0	0
	PT2	179										
Roadway36 ; EB 40	PT1	180	1183	30	61	30	29	30	1	30	0	0
	PT2	181	1183	30	61	30	29	30	1	30	0	0
	PT3	182										
Roadway37 ; EB 40	PT1	183	1184	30	57	30	27	30	6	30	0	0
	PT2	184										
Roadway38 ; SB ON FR EB 40	PT1	185	1485	30	77	30	37	30	2	30	0	0
	PT2	186	1485	30	77	30	37	30	2	30	0	0
	PT3	187	1485	30	77	30	37	30	2	30	0	0
	PT4	188	1485	30	77	30	37	30	2	30	0	0
	PT5	189	1485	30	77	30	37	30	2	30	0	0
	PT6	190	1485	30	77	30	37	30	2	30	0	0
	PT7	191	1485	30	77	30	37	30	2	30	0	0
	PT8	192										
Roadway39 ; SB OFF TO WB 15	PT1	193	1582	30	131	30	62	30	0	0	0	0
	PT2	194	1582	30	131	30	62	30	0	0	0	0
	PT3	195	1582	30	131	30	62	30	0	0	0	0
	PT4	196	1582	30	131	30	62	30	0	0	0	0
	PT5	197	1582	30	131	30	62	30	0	0	0	0
	PT6	198	1582	30	131	30	62	30	0	0	0	0
	PT7	199	1582	30	131	30	62	30	0	0	0	0
	PT8	200										
Roadway40 ; APPLE AVE	PT1	201	0	0	0	0	0	0	0	0	0	0
	PT2	202	0	0	0	0	0	0	0	0	0	0
	PT3	203	0	0	0	0	0	0	0	0	0	0
	PT4	204	0	0	0	0	0	0	0	0	0	0
	PT5	205										
Roadway41 ; 15 NB (Bridge)	PT1	206	3345	57	244	57	111	57	0	0	0	0
	PT2	207										
Roadway42 ; 15 NB	PT1	208	3345	57	244	57	111	57	0	0	0	0
	PT2	209										
Roadway43 ; 15 SB (Bridge)	PT1	210	4002	54	235	54	109	54	4	54	0	0
	PT2	211										
Roadway44 ; 15 SB	PT1	212	4002	54	235	54	109	54	4	54	0	0
	PT2	213										
Roadway45 ; 15 NB	PT1	214	3171	55	190	55	90	55	0	0	0	0
	PT2	215	3171	55	190	55	90	55	0	0	0	0
	PT3	216	3171	55	190	55	90	55	0	0	0	0
	PT4	217	3171	55	190	55	90	55	0	0	0	0
	PT5	218	3171	55	190	55	90	55	0	0	0	0
	PT6	219	3171	55	190	55	90	55	0	0	0	0
	PT7	220	3171	55	190	55	90	55	0	0	0	0
	PT8	221	3171	55	190	55	90	55	0	0	0	0
	PT9	222										
Roadway46 ; 15 NB (Bridge)	PT1	223	3171	55	190	55	90	55	0	0	0	0
	PT2	224										
Roadway47 ; 15 NB	PT1	225	3171	55	190	55	90	55	0	0	0	0
	PT2	226										
Roadway48 ; 15 SB	PT1	227	3694	50	231	50	126	50	0	0	0	0
	PT2	228	3694	50	231	50	126	50	0	0	0	0
	PT3	229	3694	50	231	50	126	50	0	0	0	0
	PT4	230	3694	50	231	50	126	50	0	0	0	0
	PT5	231										
Roadway49 ; 15 SB (Bridge)	PT1	232	3694	50	231	50	126	50	0	0	0	0
	PT2	233										
Roadway50 ; 15 SB	PT1	234	3694	50	231	50	126	50	0	0	0	0
	PT2	235										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBA43-47

Nobuild AM Receptors H-43 to H-47

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15 NB	PT1	1	2059	56	141	56	73	56	0	0	0	0	0
	PT2	2	2059	56	141	56	73	56	0	0	0	0	0
	PT3	3	2059	56	141	56	73	56	0	0	0	0	0
	PT4	4											
Roadway2 ; 15 NB	PT1	5	2217	56	152	56	78	56	0	0	0	0	0
	PT2	6	2217	56	152	56	78	56	0	0	0	0	0
	PT3	7	2217	56	152	56	78	56	0	0	0	0	0
	PT4	8											
Roadway3 ; 15 NB	PT1	9	1629	58	112	58	58	58	0	0	0	0	0
	PT2	10	1629	58	112	58	58	58	0	0	0	0	0
	PT3	11	1629	58	112	58	58	58	0	0	0	0	0
	PT4	12											
Roadway4 ; 15 NB	PT1	13	1991	58	145	58	89	58	0	0	0	0	0
	PT2	14	1991	58	145	58	89	58	0	0	0	0	0
	PT3	15	1991	58	145	58	89	58	0	0	0	0	0
	PT4	16	1991	58	145	58	89	58	0	0	0	0	0
	PT5	17	1991	58	145	58	89	58	0	0	0	0	0
	PT6	18											
Roadway5 ; 15 NB	PT1	19	1633	58	119	58	73	58	0	0	0	0	0
	PT2	20	1633	58	119	58	73	58	0	0	0	0	0
	PT3	21											
Roadway6 ; 15 SB	PT1	22	2784	58	159	58	229	58	3	58	0	0	0
	PT2	23	2784	58	159	58	229	58	3	58	0	0	0
	PT3	24	2784	58	159	58	229	58	3	58	0	0	0
	PT4	25	2784	58	159	58	229	58	3	58	0	0	0
	PT5	26	2784	58	159	58	229	58	3	58	0	0	0
	PT6	27	2784	58	159	58	229	58	3	58	0	0	0
	PT7	28	2784	58	159	58	229	58	3	58	0	0	0
	PT8	29											
Roadway7 ; 15 SB	PT1	30	3612	51	240	51	148	51	4	51	0	0	0
	PT2	31	3612	51	240	51	148	51	4	51	0	0	0
	PT3	32											
Roadway8 ; 15 SB	PT1	33	3206	50	213	50	131	50	4	50	0	0	0

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	PT2	34	3206	50	213	50	131	50	4	50	0	0
	PT3	35										
Roadway9 ; 15 SB	PT1	36	3863	50	255	50	132	50	4	50	0	0
	PT2	37	3863	50	255	50	132	50	4	50	0	0
	PT3	38										
Roadway10 ; 15 SB	PT1	39	3318	50	219	50	113	50	4	50	0	0
	PT2	40	3318	50	219	50	113	50	4	50	0	0
	PT3	41	3318	50	219	50	113	50	4	50	0	0
	PT4	42										
Roadway11 ; NB OFF TO W. 7TH ST.	PT1	43	662	30	41	30	22	30	0	0	0	0
	PT2	44	662	30	41	30	22	30	0	0	0	0
	PT3	45	662	30	41	30	22	30	0	0	0	0
	PT4	46	662	30	41	30	22	30	0	0	0	0
	PT5	47	662	30	41	30	22	30	0	0	0	0
	PT6	48	662	30	41	30	22	30	0	0	0	0
	PT7	49	662	30	41	30	22	30	0	0	0	0
	PT8	50										
Roadway12 ; NB ON FR W. 7TH ST.	PT1	51	165	30	7	30	4	30	0	0	0	0
	PT2	52	165	30	7	30	4	30	0	0	0	0
	PT3	53	165	30	7	30	4	30	0	0	0	0
	PT4	54	165	30	7	30	4	30	0	0	0	0
	PT5	55	165	30	7	30	4	30	0	0	0	0
	PT6	56	165	30	7	30	4	30	0	0	0	0
	PT7	57	165	30	7	30	4	30	0	0	0	0
	PT8	58	165	30	7	30	4	30	0	0	0	0
	PT9	59										
Roadway13 ; NB OFF TO MOTTER AVE	PT1	60	588	30	40	30	21	30	0	0	0	0
	PT2	61	588	30	40	30	21	30	0	0	0	0
	PT3	62	588	30	40	30	21	30	0	0	0	0
	PT4	63	588	30	40	30	21	30	0	0	0	0
	PT5	64	588	30	40	30	21	30	0	0	0	0
	PT6	65	588	30	40	30	21	30	0	0	0	0
	PT7	66	588	30	40	30	21	30	0	0	0	0
	PT8	67	588	30	40	30	21	30	0	0	0	0
	PT9	68	588	30	40	30	21	30	0	0	0	0
	PT10	69	588	30	40	30	21	30	0	0	0	0
	PT11	70	588	30	40	30	21	30	0	0	0	0
	PT12	71	588	30	40	30	21	30	0	0	0	0
	PT13	72										
Roadway14 ; NB ON FR MOTTER AVE	PT1	73	394	30	19	30	11	30	0	0	0	0
	PT2	74	394	30	19	30	11	30	0	0	0	0
	PT3	75	394	30	19	30	11	30	0	0	0	0
	PT4	76	394	30	19	30	11	30	0	0	0	0
	PT5	77	394	30	19	30	11	30	0	0	0	0
	PT6	78	394	30	19	30	11	30	0	0	0	0
	PT7	79	394	30	19	30	11	30	0	0	0	0
	PT8	80	394	30	19	30	11	30	0	0	0	0

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	PT9	81	394	30	19	30	11	30	0	0	0	0
	PT10	82	394	30	19	30	11	30	0	0	0	0
	PT11	83	394	30	19	30	11	30	0	0	0	0
	PT12	84	394	30	19	30	11	30	0	0	0	0
	PT13	85										
Roadway15 ; NB OFF TO MD 26 EB	PT1	86	403	30	29	30	18	30	0	0	0	0
	PT2	87	403	30	29	30	18	30	0	0	0	0
	PT3	88	403	30	29	30	18	30	0	0	0	0
	PT4	89	403	30	29	30	18	30	0	0	0	0
	PT5	90	403	30	29	30	18	30	0	0	0	0
	PT6	91	403	30	29	30	18	30	0	0	0	0
	PT7	92	403	30	29	30	18	30	0	0	0	0
	PT8	93										
Roadway16 ; SB ON FR MD 26 WB	PT1	94	765	30	25	30	35	30	1	30	0	0
	PT2	95	765	30	25	30	35	30	1	30	0	0
	PT3	96	765	30	25	30	35	30	1	30	0	0
	PT4	97	765	30	25	30	35	30	1	30	0	0
	PT5	98	765	30	25	30	35	30	1	30	0	0
	PT6	99	765	30	25	30	35	30	1	30	0	0
	PT7	100	765	30	25	30	35	30	1	30	0	0
	PT8	101	765	30	25	30	35	30	1	30	0	0
	PT9	102	765	30	25	30	35	30	1	30	0	0
	PT10	103	765	30	25	30	35	30	1	30	0	0
	PT11	104	765	30	25	30	35	30	1	30	0	0
	PT12	105	765	30	25	30	35	30	1	30	0	0
	PT13	106	765	30	25	30	35	30	1	30	0	0
	PT14	107										
Roadway17 ; SB OFF TO OPOSSUM	PT1	108	406	30	27	30	17	30	0	0	0	0
	PT2	109	406	30	27	30	17	30	0	0	0	0
	PT3	110	406	30	27	30	17	30	0	0	0	0
	PT4	111	406	30	27	30	17	30	0	0	0	0
	PT5	112	406	30	27	30	17	30	0	0	0	0
	PT6	113	406	30	27	30	17	30	0	0	0	0
	PT7	114	406	30	27	30	17	30	0	0	0	0
	PT8	115	406	30	27	30	17	30	0	0	0	0
	PT9	116	406	30	27	30	17	30	0	0	0	0
	PT10	117	406	30	27	30	17	30	0	0	0	0
	PT11	118	406	30	27	30	17	30	0	0	0	0
	PT12	119										
Roadway18 ; SB ON FR OPOSSUM	PT1	120	671	30	18	30	11	30	0	0	0	0
	PT2	121	671	30	18	30	11	30	0	0	0	0
	PT3	122	671	30	18	30	11	30	0	0	0	0
	PT4	123	671	30	18	30	11	30	0	0	0	0
	PT5	124	671	30	18	30	11	30	0	0	0	0
	PT6	125	671	30	18	30	11	30	0	0	0	0
	PT7	126	671	30	18	30	11	30	0	0	0	0
	PT8	127	671	30	18	30	11	30	0	0	0	0

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	PT9	128	671	30	18	30	11	30	0	0	0	0
	PT10	129	671	30	18	30	11	30	0	0	0	0
	PT11	130	671	30	18	30	11	30	0	0	0	0
	PT12	131	671	30	18	30	11	30	0	0	0	0
	PT13	132										
Roadway19 MOTTER AVE	PT1	133	1395	30	65	30	41	30	0	0	0	0
	PT2	134										
Roadway20 ; MOTTER AVE	PT1	135	1395	30	65	30	41	30	0	0	0	0
	PT2	136										
Roadway21 ; SB OFF TO W. 7TH ST.	PT1	137	545	30	36	30	17	30	1	30	0	0
	PT2	138	545	30	36	30	17	30	1	30	0	0
	PT3	139	545	30	36	30	17	30	1	30	0	0
	PT4	140	545	30	36	30	17	30	1	30	0	0
	PT5	141	545	30	36	30	17	30	1	30	0	0
	PT6	142	545	30	36	30	17	30	1	30	0	0
	PT7	143	545	30	36	30	17	30	1	30	0	0
	PT8	144	545	30	36	30	17	30	1	30	0	0
	PT9	145	545	30	36	30	17	30	1	30	0	0
	PT10	146										
Roadway22 ; SB ON FR W. 7TH ST.	PT1	147	376	30	16	30	8	30	0	0	0	0
	PT2	148	376	30	16	30	8	30	0	0	0	0
	PT3	149	376	30	16	30	8	30	0	0	0	0
	PT4	150	376	30	16	30	8	30	0	0	0	0
	PT5	151	376	30	16	30	8	30	0	0	0	0
	PT6	152	376	30	16	30	8	30	0	0	0	0
	PT7	153	376	30	16	30	8	30	0	0	0	0
	PT8	154	376	30	16	30	8	30	0	0	0	0
	PT9	155	376	30	16	30	8	30	0	0	0	0
	PT10	156	376	30	16	30	8	30	0	0	0	0
	PT11	157										
Roadway23 ; MOTTER AVE	PT1	158	1998	30	48	30	29	30	0	0	0	0
	PT2	159										
Roadway24; ;MOTTER AVE (Bridge)	PT1	160	1998	30	48	30	29	30	0	0	0	0
	PT2	161										
Roadway25 ; MOTTER AVE	PT1	162	1998	30	48	30	29	30	0	0	0	0
	PT2	163										
Roadway26 ; 15 NB (Bridge)	PT1	164	1633	58	119	58	73	58	0	0	0	0
	PT2	165										
Roadway27 ; 15 NB	PT1	166	1633	58	119	58	73	58	0	0	0	0
	PT2	167										
Roadway28 ; 15 SB	PT1	168	2784	58	159	58	229	58	3	58	0	0
	PT2	169										
Roadway29 ; 15 SB (Bridge)	PT1	170	2784	58	159	58	229	58	3	58	0	0
	PT2	171										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBA48-51

Nobuild AM Receptors H-48 to H-51

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S		V	S	V	S	V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15 NB	PT1	1	1579	58		102	58	144	58	0	0	0	0
	point72	72	1579	58		102	58	144	58	0	0	0	0
	PT2	2	1579	58		102	58	144	58	0	0	0	0
	PT3	3	1579	58		102	58	144	58	0	0	0	0
	PT4	4	1579	58		102	58	144	58	0	0	0	0
	PT5	5	1579	58		102	58	144	58	0	0	0	0
	PT6	6											
Roadway2 ; 15 NB	PT1	7	1168	58		76	58	107	58	0	0	0	0
	PT2	8	1168	58		76	58	107	58	0	0	0	0
	PT3	9	1168	58		76	58	107	58	0	0	0	0
	PT4	10											
Roadway3 ; 15 NB	PT1	11	1296	58		84	58	120	58	0	0	0	0
	PT2	12	1296	58		84	58	120	58	0	0	0	0
	PT3	13	1296	58		84	58	120	58	0	0	0	0
	PT4	14	1296	58		84	58	120	58	0	0	0	0
	PT5	15											
Roadway4 ; 15 NB	PT1	16	1361	56		88	56	126	56	0	0	0	0
	PT2	17	1361	56		88	56	126	56	0	0	0	0
	PT3	18	1361	56		88	56	126	56	0	0	0	0
	PT4	19											
Roadway5 ; 15 SB	PT1	20	3622	52		206	52	297	52	0	0	0	0
	PT2	21	3622	52		206	52	297	52	0	0	0	0
	PT3	22	3622	52		206	52	297	52	0	0	0	0
	PT4	23											
Roadway6 ; 15 SB	PT1	24	3600	52		205	52	295	52	0	0	0	0
	PT2	25	3600	52		205	52	295	52	0	0	0	0
	PT3	26	3600	52		205	52	295	52	0	0	0	0
	PT4	27	3600	52		205	52	295	52	0	0	0	0
	PT5	28	3600	52		205	52	295	52	0	0	0	0
	PT6	29											
Roadway7 ; 15 SB	PT1	30	3600	52		205	52	295	52	0	0	0	0
	PT2	31											
Roadway8 ; 15 SB	PT1	32	3424	54		195	54	281	54	0	0	0	0

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	PT2	33	3424	54	195	54	281	54	0	0	0	0
	point73	73	3424	54	195	54	281	54	0	0	0	0
	PT3	34	3424	54	195	54	281	54	0	0	0	0
	PT4	35										
Roadway9 ; 15 SB	PT1	36	2788	58	159	58	229	58	0	0	0	0
	PT2	37	2788	58	159	58	229	58	0	0	0	0
	PT3	38	2788	58	159	58	229	58	0	0	0	0
	PT4	39	2788	58	159	58	229	58	0	0	0	0
	PT5	40	2788	58	159	58	229	58	0	0	0	0
	PT6	41	2788	58	159	58	229	58	0	0	0	0
	PT7	42	2788	58	159	58	229	58	0	0	0	0
	point74	74	2788	58	159	58	229	58	0	0	0	0
	PT8	43										
Roadway10 ; WORMANS MILL RD	PT1	44	898	30	32	30	45	30	0	0	0	0
	PT2	45	898	30	32	30	45	30	0	0	0	0
	PT3	46	898	30	32	30	45	30	0	0	0	0
	PT4	47	898	30	32	30	45	30	0	0	0	0
	PT5	48	898	30	32	30	45	30	0	0	0	0
	PT6	49	898	30	32	30	45	30	0	0	0	0
	PT7	50	898	30	32	30	45	30	0	0	0	0
	PT8	51	898	30	32	30	45	30	0	0	0	0
	PT9	52										
Roadway11 ; HAYWARD RD	PT1	53	579	30	18	30	27	30	1	30	0	0
	PT1	54										
Roadway12 HAYWARD RD	PT1	55	579	30	18	30	27	30	1	30	0	0
	PT2	56										
Roadway13 ; TRADING LANE	PT1	57	970	30	33	30	46	30	1	30	0	0
	PT2	58	970	30	33	30	46	30	1	30	0	0
	PT3	59	970	30	33	30	46	30	1	30	0	0
	PT4	60	970	30	33	30	46	30	1	30	0	0
	PT5	61	970	30	33	30	46	30	1	30	0	0
	PT6	62										
Roadway14 ; WILLOW RD	PT1	63	184	30	7	30	8	30	0	0	0	0
	PT2	64	184	30	7	30	8	30	0	0	0	0
	PT3	65	184	30	7	30	8	30	0	0	0	0
	PT4	66	184	30	7	30	8	30	0	0	0	0
	PT5	67	184	30	7	30	8	30	0	0	0	0
	PT6	68	184	30	7	30	8	30	0	0	0	0
	PT7	69										
Roadway15 ; WILLOW RD	PT1	70	184	30	7	30	8	30	0	0	0	0
	PT2	71										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBA52-53

Nobuild AM Receptors H-52 to H-53

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1 ; 15 NB	PT1	1	1361	56	88	56	126	56	0	0	0	0	
	PT2	2	1361	56	88	56	126	56	0	0	0	0	
	PT3	3	1361	56	88	56	126	56	0	0	0	0	
	PT4	4	1361	56	88	56	126	56	0	0	0	0	
	PT5	5											
Roadway2 ; 15 NB	PT1	6	1145	61	74	61	106	61	0	0	0	0	
	PT2	7	1145	61	74	61	106	61	0	0	0	0	
	PT3	8											
Roadway3 ; 15 NB	PT1	9	1145	61	74	61	106	61	0	0	0	0	
	PT2	10	1145	61	74	61	106	61	0	0	0	0	
	PT3	11	1145	61	74	61	106	61	0	0	0	0	
	PT4	12	1145	61	74	61	106	61	0	0	0	0	
	PT5	13											
Roadway4 ; 15 SB	PT1	14	3183	54	181	54	261	54	0	0	0	0	
	PT2	15	3183	54	181	54	261	54	0	0	0	0	
	PT3	16	3183	54	181	54	261	54	0	0	0	0	
	PT4	17	3183	54	181	54	261	54	0	0	0	0	
	PT5	18											
Roadway5 ; 15 SB	PT1	19	3183	54	181	54	261	54	0	0	0	0	
	PT2	20	3183	54	181	54	261	54	0	0	0	0	
	PT3	21	3183	54	181	54	261	54	0	0	0	0	
	PT4	22											
Roadway6 ; 15 SB	PT1	23	3622	52	206	52	297	52	0	0	0	0	
	PT2	24	3622	52	206	52	297	52	0	0	0	0	
	PT3	25	3622	52	206	52	297	52	0	0	0	0	
	PT4	26	3622	52	206	52	297	52	0	0	0	0	
	PT5	27	3622	52	206	52	297	52	0	0	0	0	
	PT6	28											
Roadway7 ; BIGGS FORD RD	PT1	29	1754	30	59	30	86	30	2	30	0	0	
	PT2	30	1754	30	59	30	86	30	2	30	0	0	
	PT3	31											
Roadway8 ; BIGGS FORD RD	PT1	32	1754	30	59	30	86	30	2	30	0	0	
	PT2	33											
Roadway9 ; SUNDAYS LANE	PT1	34	0	0	0	0	0	0	0	0	0	0	
	PT2	35	0	0	0	0	0	0	0	0	0	0	
	PT3	36											
Roadway10 ; SUNDAYS LANE	PT1	37	0	0	0	0	0	0	0	0	0	0	
	PT2	38											

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBA54-55

Nobuild AM Receptors H-54 to H-55

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; LEWISDALE RD		PT1	1	0	0	0	0	0	0	0	0	0	0
		PT2	2	0	0	0	0	0	0	0	0	0	0
		PT3	3										
Roadway2 ; LEWISDALE RD		PT1	4	0	0	0	0	0	0	0	0	0	0
		PT2	5	0	0	0	0	0	0	0	0	0	0
		PT3	6	0	0	0	0	0	0	0	0	0	0
		PT4	7	0	0	0	0	0	0	0	0	0	0
		PT5	8	0	0	0	0	0	0	0	0	0	0
		PT6	9	0	0	0	0	0	0	0	0	0	0
		PT7	10	0	0	0	0	0	0	0	0	0	0
		PT8	11	0	0	0	0	0	0	0	0	0	0
		PT9	12	0	0	0	0	0	0	0	0	0	0
		PT10	13	0	0	0	0	0	0	0	0	0	0
		PT11	14	0	0	0	0	0	0	0	0	0	0
		PT12	15	0	0	0	0	0	0	0	0	0	0
		PT13	16										
Roadway3 ; LEWISDALE RD		PT1	17	0	0	0	0	0	0	0	0	0	0
		PT2	18	0	0	0	0	0	0	0	0	0	0
		PT3	19										
Roadway4 ; GREEN VALLEY RD		PT1	20	0	0	0	0	0	0	0	0	0	0
		PT2	21	0	0	0	0	0	0	0	0	0	0
		PT3	22										
Roadway5 ; GREEN VALLEY RD		PT1	23	0	0	0	0	0	0	0	0	0	0
		PT2	24	0	0	0	0	0	0	0	0	0	0
		PT3	25	0	0	0	0	0	0	0	0	0	0
		PT4	26										
Roadway6 ; URBANA PIKE		PT1	27	0	0	0	0	0	0	0	0	0	0
		PT2	28										
Roadway7 ; URBANA PIKE		PT1	29	0	0	0	0	0	0	0	0	0	0
		PT2	30	0	0	0	0	0	0	0	0	0	0
		PT3	31	0	0	0	0	0	0	0	0	0	0
		PT4	32										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP 1_5

Nobuild PM Receptors H-1 to H-5

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1; NB SVC RD	PT1	1	7932	54	600	54	189	54	4	54	0	0	0
	PT2	2	7932	54	600	54	189	54	4	54	0	0	0
	PT3	3											
Roadway2; NB SVC RD	PT1	4	4907	54	372	54	118	54	3	54	0	0	0
	PT2	5											
Roadway3; NB ON RAMP	PT1	6	2194	30	81	30	25	30	0	0	0	0	0
	PT2	7	2194	30	81	30	25	30	0	0	0	0	0
	PT3	8	2194	30	81	30	25	30	0	0	0	0	0
	PT4	9	2194	30	81	30	25	30	0	0	0	0	0
	PT5	10	2194	30	81	30	25	30	0	0	0	0	0
	PT6	11											
Roadway4; NB 270	PT1	12	2942	54	386	54	122	54	0	0	0	0	0
	PT2	13	2942	54	386	54	122	54	0	0	0	0	0
	PT3	14	2942	54	386	54	122	54	0	0	0	0	0
	PT4	15	2942	54	386	54	122	54	0	0	0	0	0
	PT5	16											
Roadway5; OFF TO SVC RD	PT1	17	0	0	0	0	0	0	0	0	0	0	0
	PT2	18	0	0	0	0	0	0	0	0	0	0	0
	PT3	19	0	0	0	0	0	0	0	0	0	0	0
	PT4	20											
Roadway6; SB 270	PT1	21	3587	68	363	68	19	68	6	68	0	0	0
	PT2	22	3587	68	363	68	19	68	6	68	0	0	0
	PT3	23											
Roadway7; SB 270	PT1	24	4046	68	305	68	168	68	5	68	0	0	0
	PT2	25	4046	68	305	68	168	68	5	68	0	0	0
	PT3	26											
Roadway8; SB OFF Ramp	PT1	27	1677	30	127	30	70	30	2	30	0	0	0
	PT2	28	1677	30	127	30	70	30	2	30	0	0	0
	PT3	29	1677	30	127	30	70	30	2	30	0	0	0
	PT4	30											
Roadway9; OFF TO SAM EIG EB	PT1	31	0	0	0	0	0	0	0	0	0	0	0
	PT2	32	0	0	0	0	0	0	0	0	0	0	0
	PT3	33											

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Roadway10; OFF TO SAM EIG WB	PT1	34	402	30	30	30	17	30	0	0	0	0
	PT2	35	402	30	30	30	17	30	0	0	0	0
	PT3	36	402	30	30	30	17	30	0	0	0	0
	PT4	37	402	30	30	30	17	30	0	0	0	0
	PT5	38	402	30	30	30	17	30	0	0	0	0
	PT6	39										
Roadway11; SB ON RAMP	PT1	40	2299	30	91	30	5	30	5	30	0	0
	PT2	41	2299	30	91	30	5	30	5	30	0	0
	PT3	42	2299	30	91	30	5	30	5	30	0	0
	PT4	43	2299	30	91	30	5	30	5	30	0	0
	PT5	44	2299	30	91	30	5	30	5	30	0	0
	PT6	45										
Roadway12 NB SERVICE RD	PT1	46	4907	54	372	54	118	54	3	54	0	0
	PT2	47										
Roadway13 NB Service Rd	PT1	48	4907	54	372	54	118	54	3	54	0	0
	PT2	49	4907	54	372	54	118	54	3	54	0	0
	PT3	50	4907	54	372	54	118	54	3	54	0	0
	PT4	51	4907	54	372	54	118	54	3	54	0	0
	PT5	52	4907	54	372	54	118	54	3	54	0	0
	PT6	53	4907	54	372	54	118	54	3	54	0	0
	PT7	54										
Roadway14 ; NB 270	PT1	55	2942	54	386	54	122	54	0	0	0	0
	PT2	56	2942	54	386	54	122	54	0	0	0	0
	PT3	57	2942	54	386	54	122	54	0	0	0	0
	PT4	58	2942	54	386	54	122	54	0	0	0	0
	PT5	59	2942	54	386	54	122	54	0	0	0	0
	PT6	60	2942	54	386	54	122	54	0	0	0	0
	PT7	61	2942	54	386	54	122	54	0	0	0	0
	PT8	62										
Roadway15 ;NB 270	PT1	63	2942	54	386	54	122	54	0	0	0	0
	PT2	64										
Roadway16 NB 270	PT1	65	2942	54	386	54	122	54	0	0	0	0
	PT2	66	2942	54	386	54	122	54	0	0	0	0
	PT3	67	2942	54	386	54	122	54	0	0	0	0
	PT4	68	2942	54	386	54	122	54	0	0	0	0
	PT5	69										
Roadway17 NB HOV	PT1	70	2146	54	0	0	0	0	4	54	0	0
	PT2	71	2146	54	0	0	0	0	4	54	0	0
	PT3	72	2146	54	0	0	0	0	4	54	0	0
	PT4	73	2146	54	0	0	0	0	4	54	0	0
	PT5	74	2146	54	0	0	0	0	4	54	0	0
	PT6	75	2146	54	0	0	0	0	4	54	0	0
	PT7	76										
Roadway18 ;NB HOV	PT1	77	2146	54	0	0	0	0	4	54	0	0
	PT2	78										
Roadway19 ; NB HOV	PT1	79	2146	54	0	0	0	0	4	54	0	0
	PT2	80	2146	54	0	0	0	0	4	54	0	0

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	PT3	81	2146	54	0	0	0	0	4	54	0	0
	PT4	82	2146	54	0	0	0	0	4	54	0	0
	PT5	83	2146	54	0	0	0	0	4	54	0	0
	PT6	84	2146	54	0	0	0	0	4	54	0	0
	PT7	85	2146	54	0	0	0	0	4	54	0	0
	PT8	86										
Roadway20 ; SB 270	PT1	87	5790	68	437	68	241	68	7	68	0	0
	PT2	88	5790	68	437	68	241	68	7	68	0	0
	PT3	89	5790	68	437	68	241	68	7	68	0	0
	PT4	90										
Roadway21; SB 270	PT1	91	5790	68	437	68	241	68	7	68	0	0
	PT2	92										
Roadway22 ; SB 270	PT1	93	5790	68	437	68	241	68	7	68	0	0
	PT2	94	5790	68	437	68	241	68	7	68	0	0
	PT3	95										
Roadway23 ; MUDDY BRANCH NB	PT1	96	600	30	50	30	0	0	0	0	0	0
	PT2	97	600	30	50	30	0	0	0	0	0	0
	PT3	98	600	30	50	30	0	0	0	0	0	0
	PT4	99										
Roadway24 ; MUDDY BRANCH NB (Br)	PT1	100	600	30	50	30	0	0	0	0	0	0
	PT2	101	600	30	50	30	0	0	0	0	0	0
	PT3	102										
Roadway25 ;MUDDY BRANCH NB	PT1	103	600	30	50	30	0	0	0	0	0	0
	PT2	104	600	30	50	30	0	0	0	0	0	0
	PT3	105	600	30	50	30	0	0	0	0	0	0
	PT4	106										
Roadway26 ; MUDDY BRANCH SB	PT1	107	505	30	35	30	0	0	0	0	0	0
	PT2	108	505	30	35	30	0	0	0	0	0	0
	PT3	109	505	30	35	30	0	0	0	0	0	0
	PT4	110										
Roadway27 ; MUDDY BRANCH SB (Br)	PT1	111	505	30	35	30	0	0	0	0	0	0
	PT2	112	505	30	35	30	0	0	0	0	0	0
	PT3	113										
Roadway28 ; MUDDY BRANCH SB	PT1	114	505	30	35	30	0	0	0	0	0	0
	PT2	115	505	30	35	30	0	0	0	0	0	0
	PT3	116	505	30	35	30	0	0	0	0	0	0
	PT4	117										
Roadway29 ; NB SVC RD	PT1	118	4907	54	372	54	118	54	3	54	0	0
	PT2	119	4907	54	372	54	118	54	3	54	0	0
	PT3	120	4907	54	372	54	118	54	3	54	0	0
	PT4	121										
Roadway30 ; NB SVC RD	PT1	122	4907	54	372	54	118	54	3	54	0	0
	PT2	123										
Roadway31 ; NB 270	PT1	124	2942	54	386	54	122	54	0	0	0	0
	PT2	125										
Roadway32 ; SVC RD-MAINLINE NB	PT1	126	0	0	0	0	0	0	0	0	0	0
	PT2	127										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP6-10

Nobuild PM Receptors H-6 to H-10

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1; 270 NB		PT1	1	6528	32	480	32	340	32	2	32	0	0
		PT2	2	6528	32	480	32	340	32	2	32	0	0
		PT3	3	6528	32	480	32	340	32	2	32	0	0
		PT4	4	6528	32	480	32	340	32	2	32	0	0
		PT5	5	6528	32	480	32	340	32	2	32	0	0
		PT6	6	6528	32	480	32	340	32	2	32	0	0
		PT7	7	6528	32	480	32	340	32	2	32	0	0
		PT8	8	6528	32	480	32	340	32	2	32	0	0
		PT9	9	6528	32	480	32	340	32	2	32	0	0
		PT10	10	6528	32	480	32	340	32	2	32	0	0
		PT11	11	6528	32	480	32	340	32	2	32	0	0
		PT12	12	6528	32	480	32	340	32	2	32	0	0
		PT13	13										
Roadway2 ; 270 NB		PT1	14	5306	60	407	60	289	60	2	60	0	0
		PT2	15	5306	60	407	60	289	60	2	60	0	0
		PT3	16	5306	60	407	60	289	60	2	60	0	0
		PT4	17										
Roadway3 ; NB OFF TO EB		PT1	18	822	30	60	30	43	30	0	0	0	0
		PT2	19	822	30	60	30	43	30	0	0	0	0
		PT3	20	822	30	60	30	43	30	0	0	0	0
		PT4	21	822	30	60	30	43	30	0	0	0	0
		PT5	22	822	30	60	30	43	30	0	0	0	0
		PT6	23	822	30	60	30	43	30	0	0	0	0
		PT7	24	822	30	60	30	43	30	0	0	0	0
		PT8	25										
Roadway4 ; OFF TO WB		PT1	26	400	30	29	30	21	30	0	0	0	0
		PT2	27	400	30	29	30	21	30	0	0	0	0
		PT3	28	400	30	29	30	21	30	0	0	0	0
		PT4	29	400	30	29	30	21	30	0	0	0	0
		PT5	30	400	30	29	30	21	30	0	0	0	0
		PT6	31	400	30	29	30	21	30	0	0	0	0
		PT7	32	400	30	29	30	21	30	0	0	0	0
		PT8	33	400	30	29	30	21	30	0	0	0	0

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	PT9	34	400	30	29	30	21	30	0	0	0	0
	PT10	35	400	30	29	30	21	30	0	0	0	0
	PT11	36										
Roadway5 ; NB HOV	PT1	37	1748	32	0	0	0	0	2	32	0	0
	PT2	38										
Roadway6 ; 270 SB	PT1	39	4613	66	269	66	188	66	5	66	0	0
	PT2	40	4613	66	269	66	188	66	5	66	0	0
	PT3	41	4613	66	269	66	188	66	5	66	0	0
	PT4	42	4613	66	269	66	188	66	5	66	0	0
	PT5	43	4613	66	269	66	188	66	5	66	0	0
	PT6	44	4613	66	269	66	188	66	5	66	0	0
	PT7	45	4613	66	269	66	188	66	5	66	0	0
	PT8	46	4613	66	269	66	188	66	5	66	0	0
	PT9	47	4613	66	269	66	188	66	5	66	0	0
	PT10	48	4613	66	269	66	188	66	5	66	0	0
	PT11	49	4613	66	269	66	188	66	5	66	0	0
	PT12	50	4613	66	269	66	188	66	5	66	0	0
	PT13	51	4613	66	269	66	188	66	5	66	0	0
	PT14	52										
Roadway7; MBROOK EB TO 270 SB	PT1	53	683	30	10	30	7	30	1	30	0	0
	PT2	54	683	30	10	30	7	30	1	30	0	0
	PT3	55										
Roadway8 ; SB ON RAMP	PT1	56	683	30	10	30	7	30	1	30	0	0
	PT2	57	683	30	10	30	7	30	1	30	0	0
	PT3	58	683	30	10	30	7	30	1	30	0	0
	PT4	59	683	30	10	30	7	30	1	30	0	0
	PT5	60	683	30	10	30	7	30	1	30	0	0
	PT6	61	683	30	10	30	7	30	1	30	0	0
	PT7	62										
Roadway9 ; M'BROOK EB	PT1	63	1073	45	15	45	11	45	1	45	0	0
	PT2	64										
Roadway10 ; M'BROOK EB	PT1	65	1073	45	15	45	11	45	1	45	0	0
	PT2	66	1073	45	15	45	11	45	1	45	0	0
	PT3	67	1073	45	15	45	11	45	1	45	0	0
	PT4	68	1073	45	15	45	11	45	1	45	0	0
	PT5	69	1073	45	15	45	11	45	1	45	0	0
	PT6	70										
Roadway11 ; M'BROOK WB	PT1	71	1998	45	44	45	31	45	2	45	0	0
	PT2	72	1998	45	44	45	31	45	2	45	0	0
	PT3	73										
Roadway12 ; M'BROOK WB	PT1	74	2432	45	53	45	38	45	3	45	0	0
	PT2	75	2432	45	53	45	38	45	3	45	0	0
	PT3	76	2432	45	53	45	38	45	3	45	0	0
	PT4	77	2432	45	53	45	38	45	3	45	0	0
	PT5	78										
Roadway13 ; M'BROOK RD WB	PT1	79	2070	45	45	45	32	45	2	45	0	0
	PT2	80	2070	45	45	45	32	45	2	45	0	0

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	PT3	81	2070	45	45	45	32	45	2	45	0	0
	PT4	82										
Roadway14 ; TO SB RAMP	PT1	83	0	0	0	0	0	0	0	0	0	0
	PT2	84										
Roadway15 ; SB RAMO FR WB M'BROO	PT1	85	0	0	0	0	0	0	0	0	0	0
	PT2	86	0	0	0	0	0	0	0	0	0	0
	PT3	87										
Roadway16 ; NB 270	PT1	88	5706	32	431	32	306	32	2	32	0	0
	PT2	89										
Roadway17 ; NB 270 (Bridge)	PT1	90	5706	32	431	32	306	32	2	32	0	0
	PT2	91										
Roadway18 ; NB 270	PT1	92	5706	32	431	32	306	32	2	32	0	0
	PT2	93										
Roadway19 ; NB HOV	PT1	94	1748	32	0	0	0	0	2	32	0	0
	PT2	95	1748	32	0	0	0	0	2	32	0	0
	PT3	96	1748	32	0	0	0	0	2	32	0	0
	PT4	97	1748	32	0	0	0	0	2	32	0	0
	PT5	98	1748	32	0	0	0	0	2	32	0	0
	PT6	99	1748	32	0	0	0	0	2	32	0	0
	PT7	100	1748	32	0	0	0	0	2	32	0	0
	PT8	101	1748	32	0	0	0	0	2	32	0	0
	PT9	102	1748	32	0	0	0	0	2	32	0	0
	PT10	103	1748	32	0	0	0	0	2	32	0	0
	PT11	104	1748	32	0	0	0	0	2	32	0	0
	PT12	105	1748	32	0	0	0	0	2	32	0	0
	PT13	106	1748	32	0	0	0	0	2	32	0	0
	PT14	107	1748	32	0	0	0	0	2	32	0	0
	PT15	108										
Roadway20 ; NB HOV (Bredge)	PT1	109	1748	32	0	0	0	0	2	32	0	0
	PT2	110										
Roadway21 ; NB HOV	PT1	111	1748	32	0	0	0	0	2	32	0	0
	PT2	112	1748	32	0	0	0	0	2	32	0	0
	PT3	113	1748	32	0	0	0	0	2	32	0	0
	PT4	114										
Roadway22 ; SB 270	PT1	115	3933	64	258	64	179	64	4	64	0	0
	PT2	116	3933	64	258	64	179	64	4	64	0	0
	PT3	117	3933	64	258	64	179	64	4	64	0	0
	PT4	118	3933	64	258	64	179	64	4	64	0	0
	PT5	119										
Roadway23 ; SB 270 (Bridge)	PT1	120	3933	64	258	64	179	64	4	64	0	0
	PT2	121										
Roadway24 ; SB 270	PT1	122	3933	64	258	64	179	64	4	64	0	0
	PT2	123	3933	64	258	64	179	64	4	64	0	0
	PT3	124										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP11-13

Nobuild PM Receptors H-11 to H-13

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1	PT1	1	4992	32	472	32	288	32	0	0	0	0	0
	PT2	2	4992	32	472	32	288	32	0	0	0	0	0
	PT3	3	4992	32	472	32	288	32	0	0	0	0	0
	PT4	4											
Roadway2 ; 270 NB	PT1	5	5388	32	508	32	310	32	0	0	0	0	0
	PT2	6	5388	32	508	32	310	32	0	0	0	0	0
	PT3	7	5388	32	508	32	310	32	0	0	0	0	0
	PT4	8	5388	32	508	32	310	32	0	0	0	0	0
	PT5	9	5388	32	508	32	310	32	0	0	0	0	0
	PT6	10	5388	32	508	32	310	32	0	0	0	0	0
	PT7	11	5388	32	508	32	310	32	0	0	0	0	0
	PT8	12											
Roadway3 ; NB ON RAMP	PT1	13	435	30	9	30	6	30	0	0	0	0	0
	PT2	14	435	30	9	30	6	30	0	0	0	0	0
	PT3	15	435	30	9	30	6	30	0	0	0	0	0
	PT4	16	435	30	9	30	6	30	0	0	0	0	0
	PT5	17	435	30	9	30	6	30	0	0	0	0	0
	PT6	18	435	30	9	30	6	30	0	0	0	0	0
	PT7	19	435	30	9	30	6	30	0	0	0	0	0
	PT8	20	435	30	9	30	6	30	0	0	0	0	0
	PT9	21											
Roadway4 ; NB HOV	PT1	22	1172	32	0	0	0	0	3	32	0	0	0
	PT2	23	1172	32	0	0	0	0	3	32	0	0	0
	PT3	24	1172	32	0	0	0	0	3	32	0	0	0
	PT4	25	1172	32	0	0	0	0	3	32	0	0	0
	PT5	26	1172	32	0	0	0	0	3	32	0	0	0
	PT6	27	1172	32	0	0	0	0	3	32	0	0	0
	PT7	28	1172	32	0	0	0	0	3	32	0	0	0
	PT8	29	1172	32	0	0	0	0	3	32	0	0	0
	PT9	30	1172	32	0	0	0	0	3	32	0	0	0
	PT10	31	1172	32	0	0	0	0	3	32	0	0	0
	PT11	32	1172	32	0	0	0	0	3	32	0	0	0
	PT12	33											

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Roadway5 ; 270 SB	PT1	34	3647	60	295	60	181	60	2	60	0	0
	PT2	35	3647	60	295	60	181	60	2	60	0	0
	PT3	36	3647	60	295	60	181	60	2	60	0	0
	PT4	37	3647	60	295	60	181	60	2	60	0	0
	PT5	38	3647	60	295	60	181	60	2	60	0	0
	PT6	39	3647	60	295	60	181	60	2	60	0	0
	PT7	40	3647	60	295	60	181	60	2	60	0	0
	PT8	41	3647	60	295	60	181	60	2	60	0	0
	PT9	42	3647	60	295	60	181	60	2	60	0	0
	PT10	43										
Roadway6 ; 270 SB	PT1	44	3404	60	275	60	169	60	2	60	0	0
	PT2	45	3404	60	275	60	169	60	2	60	0	0
	PT3	46	3404	60	275	60	169	60	2	60	0	0
	PT4	47	3691	60	299	60	183	60	2	60	0	0
	PT5	48	3691	60	299	60	183	60	2	60	0	0
	PT6	49										
Roadway7 ;	PT1	50	243	30	20	30	12	30	0	0	0	0
	PT2	51	243	30	20	30	12	30	0	0	0	0
	PT3	52	243	30	20	30	12	30	0	0	0	0
	PT4	53	243	30	20	30	12	30	0	0	0	0
	PT5	54	243	30	20	30	12	30	0	0	0	0
	PT6	55										
Roadway8 ; SB ON RAMP	PT1	56	314	30	7	30	4	30	0	0	0	0
	PT2	57	314	30	7	30	4	30	0	0	0	0
	PT3	58	314	30	7	30	4	30	0	0	0	0
	PT4	59	314	30	7	30	4	30	0	0	0	0
	PT5	60	314	30	7	30	4	30	0	0	0	0
	PT6	61	314	30	7	30	4	30	0	0	0	0
	PT7	62	314	30	7	30	4	30	0	0	0	0
	PT8	63	314	30	7	30	4	30	0	0	0	0
	PT9	64	314	30	7	30	4	30	0	0	0	0
	PT10	65	314	30	7	30	4	30	0	0	0	0
	PT11	66										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP14-16 **Nobuild PM Receptors H-14 to H-16**

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	4698	40	450	40	271	40	5	40	0	0	0
	PT2	2	4698	40	450	40	271	40	5	40	0	0	0
	PT3	3	4698	40	450	40	271	40	5	40	0	0	0
	PT4	4	4698	40	450	40	271	40	5	40	0	0	0
	PT5	5	4698	40	450	40	271	40	5	40	0	0	0
	PT6	6	4698	40	450	40	271	40	5	40	0	0	0
	PT7	7	4698	40	450	40	271	40	5	40	0	0	0
	PT8	8	4698	40	450	40	271	40	5	40	0	0	0
	PT9	9	4698	40	450	40	271	40	5	40	0	0	0
	PT10	10											
Roadway2 ; 270 SB	PT1	11	2325	58	230	58	143	58	3	58	0	0	0
	PT2	12	2325	58	230	58	143	58	3	58	0	0	0
	PT3	13	2325	58	230	58	143	58	3	58	0	0	0
	PT4	14	2325	58	230	58	143	58	3	58	0	0	0
	PT5	15	2325	58	230	58	143	58	3	58	0	0	0
	PT6	16	2325	58	230	58	143	58	3	58	0	0	0
	PT7	17	2325	58	230	58	143	58	3	58	0	0	0
	PT8	18	2325	58	230	58	143	58	3	58	0	0	0
	PT9	19	2325	58	230	58	143	58	3	58	0	0	0
	PT10	20	2325	58	230	58	143	58	3	58	0	0	0
	PT11	21	2325	58	230	58	143	58	3	58	0	0	0
	PT12	22	2325	58	230	58	143	58	3	58	0	0	0
	PT13	23											
Roadway3 ; FREDERICK RD	PT1	24	0	0	0	0	0	0	0	0	0	0	0
	PT2	25	0	0	0	0	0	0	0	0	0	0	0
	PT3	26	0	0	0	0	0	0	0	0	0	0	0
	PT4	27	0	0	0	0	0	0	0	0	0	0	0
	PT5	28	0	0	0	0	0	0	0	0	0	0	0
	PT6	29	0	0	0	0	0	0	0	0	0	0	0
	PT7	30	0	0	0	0	0	0	0	0	0	0	0
	PT8	31	0	0	0	0	0	0	0	0	0	0	0
	PT9	32	0	0	0	0	0	0	0	0	0	0	0
	PT10	33	0	0	0	0	0	0	0	0	0	0	0

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		PT11	34	0	0	0	0	0	0	0	0	0	0
		PT12	35										
Roadway4 ; COMUS RD		PT1	36	130	30	10	30	10	30	0	0	0	0
		PT2	37										
Roadway5 ; COMUS RD (Bridge)		PT1	38	130	30	10	30	10	30	0	0	0	0
		PT2	39										
Roadway6 ; COMUS RD		PT1	40	130	30	10	30	10	30	0	0	0	0
		PT2	41	130	30	10	30	10	30	0	0	0	0
		PT3	42	130	30	10	30	10	30	0	0	0	0
		PT4	43										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP17

Nobuild PM Receptor H-17

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	4698	40	450	40	271	40	5	40	0	0	0
	PT2	2	4698	40	450	40	271	40	5	40	0	0	0
	PT3	3	4698	40	450	40	271	40	5	40	0	0	0
	PT4	4	4698	40	450	40	271	40	5	40	0	0	0
	PT5	5	4698	40	450	40	271	40	5	40	0	0	0
	PT6	6											
Roadway2 ; 270 SB	PT1	7	2324	58	193	58	133	58	0	0	0	0	0
	PT2	8											
Roadway3 ; 270 SB	PT1	9	2325	58	230	58	143	58	3	58	0	0	0
	PT2	10	2325	58	230	58	143	58	3	58	0	0	0
	PT3	11	2325	58	230	58	143	58	3	58	0	0	0
	PT4	12	2325	58	230	58	143	58	3	58	0	0	0
	PT5	13	2325	58	230	58	143	58	3	58	0	0	0
	PT6	14											
Roadway4 ; SB ON RAMP	PT1	15	48	30	1	30	1	30	0	0	0	0	0
	PT2	16	48	30	1	30	1	30	0	0	0	0	0
	PT3	17	48	30	1	30	1	30	0	0	0	0	0
	PT4	18	48	30	1	30	1	30	0	0	0	0	0
	PT5	19	48	30	1	30	1	30	0	0	0	0	0
	PT6	20											
Roadway5 ; PEACH TREE RD	PT1	21	0	0	0	0	0	0	0	0	0	0	0
	PT2	22	0	0	0	0	0	0	0	0	0	0	0
	PT3	23	0	0	0	0	0	0	0	0	0	0	0
	PT4	24	0	0	0	0	0	0	0	0	0	0	0
	PT5	25	0	0	0	0	0	0	0	0	0	0	0
	PT6	26	0	0	0	0	0	0	0	0	0	0	0
	PT7	27	0	0	0	0	0	0	0	0	0	0	0
	PT8	28	0	0	0	0	0	0	0	0	0	0	0
	PT9	29	0	0	0	0	0	0	0	0	0	0	0
	PT10	30	0	0	0	0	0	0	0	0	0	0	0
	PT11	31	0	0	0	0	0	0	0	0	0	0	0
	PT12	32											

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP18-20

Nobuild PM Receptors H-18 to H-20

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1; 270 NB	PT1	1	5283	36	433	36	384	36	0	0	0	0	
	PT2	2	5283	36	433	36	384	36	0	0	0	0	
	PT3	3	5283	36	433	36	384	36	0	0	0	0	
	PT4	4	5283	36	433	36	384	36	0	0	0	0	
	PT5	5	5283	36	433	36	384	36	0	0	0	0	
	PT6	6	5283	36	433	36	384	36	0	0	0	0	
	PT7	7	5283	36	433	36	384	36	0	0	0	0	
	PT8	8	5283	36	433	36	384	36	0	0	0	0	
	PT9	9	5283	36	433	36	384	36	0	0	0	0	
	PT10	10											
Roadway2 ; 270 SB	PT1	11	2518	58	214	58	190	58	3	58	0	0	
	PT2	12	2518	58	214	58	190	58	3	58	0	0	
	PT3	13	2518	58	214	58	190	58	3	58	0	0	
	PT4	14	2518	58	214	58	190	58	3	58	0	0	
	PT5	15	2518	58	214	58	190	58	3	58	0	0	
	PT6	16	2518	58	214	58	190	58	3	58	0	0	
	PT7	17	2518	58	214	58	190	58	3	58	0	0	
	PT8	18	2518	58	214	58	190	58	3	58	0	0	
	PT9	19	2518	58	214	58	190	58	3	58	0	0	
	PT10	20	2518	58	214	58	190	58	3	58	0	0	
	PT11	21											
Roadway3 ; FIRE TOWER RD	PT1	22	0	0	0	0	0	0	0	0	0	0	
	PT2	23	0	0	0	0	0	0	0	0	0	0	
	PT3	24	0	0	0	0	0	0	0	0	0	0	
	PT4	25	0	0	0	0	0	0	0	0	0	0	
	PT5	26	0	0	0	0	0	0	0	0	0	0	
	PT6	27	0	0	0	0	0	0	0	0	0	0	
	PT7	28	0	0	0	0	0	0	0	0	0	0	
	PT8	29											
Roadway4 ; FIRE TOWER RD	PT1	30	0	0	0	0	0	0	0	0	0	0	
	PT2	31	0	0	0	0	0	0	0	0	0	0	
	PT3	32	0	0	0	0	0	0	0	0	0	0	
	PT4	33											

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Roadway5 ; 270 NB	PT1	34	5283	36	433	36	384	36	0	0	0	0
	PT2	35	5283	36	433	36	384	36	0	0	0	0
	PT3	36	5283	36	433	36	384	36	0	0	0	0
	PT4	37	5283	36	433	36	384	36	0	0	0	0
	PT5	38										
Roadway6 ; 270 SB	PT1	39	0	0	0	0	0	0	0	0	0	0
	PT2	40	0	0	0	0	0	0	0	0	0	0
	PT3	41	0	0	0	0	0	0	0	0	0	0
	PT4	42	0	0	0	0	0	0	0	0	0	0
	PT5	43	0	0	0	0	0	0	0	0	0	0
	PT6	44	0	0	0	0	0	0	0	0	0	0
	PT7	45	0	0	0	0	0	0	0	0	0	0
	PT8	46	0	0	0	0	0	0	0	0	0	0
	PT9	47	0	0	0	0	0	0	0	0	0	0
	PT10	48	0	0	0	0	0	0	0	0	0	0
	PT11	49	0	0	0	0	0	0	0	0	0	0
	PT12	50	0	0	0	0	0	0	0	0	0	0
	PT13	51	0	0	0	0	0	0	0	0	0	0
	PT14	52	0	0	0	0	0	0	0	0	0	0
	PT15	53	0	0	0	0	0	0	0	0	0	0
	PT16	54	0	0	0	0	0	0	0	0	0	0
	PT17	55	0	0	0	0	0	0	0	0	0	0
	PT18	56	0	0	0	0	0	0	0	0	0	0
	PT19	57										
Roadway7 ; FIRE TOWER RD	PT1	58	0	0	0	0	0	0	0	0	0	0
	PT2	59	0	0	0	0	0	0	0	0	0	0
	PT3	60	0	0	0	0	0	0	0	0	0	0
	PT4	61	0	0	0	0	0	0	0	0	0	0
	PT5	62	0	0	0	0	0	0	0	0	0	0
	PT6	63	0	0	0	0	0	0	0	0	0	0
	PT7	64										
Roadway8 ; DR PERRY RD	PT1	65	0	0	0	0	0	0	0	0	0	0
	PT2	66	0	0	0	0	0	0	0	0	0	0
	PT3	67	0	0	0	0	0	0	0	0	0	0
	PT4	68										
Roadway9 ; DR PERRY RD	PT1	69	0	0	0	0	0	0	0	0	0	0
	PT2	70	0	0	0	0	0	0	0	0	0	0
	PT3	71										
Roadway10 ; 270 NB	PT1	72	5283	36	433	36	384	36	0	0	0	0
	PT2	73	5283	36	433	36	384	36	0	0	0	0
	PT3	74										
Roadway11 ; 270 NB (Bridge)	PT1	75	5283	36	433	36	384	36	0	0	0	0
	PT2	76										
Roadway12 ; 270 NB	PT1	77	5283	36	433	36	384	36	0	0	0	0
	PT2	78	5283	36	433	36	384	36	0	0	0	0
	PT3	79	5283	36	433	36	384	36	0	0	0	0
	PT4	80	5283	36	433	36	384	36	0	0	0	0

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	PT5	81	5283	36	433	36	384	36	0	0	0	0
	PT6	82	5283	36	433	36	384	36	0	0	0	0
	PT7	83	5283	36	433	36	384	36	0	0	0	0
	PT8	84	5283	36	433	36	384	36	0	0	0	0
	PT9	85	5283	36	433	36	384	36	0	0	0	0
	PT10	86	5283	36	433	36	384	36	0	0	0	0
	PT11	87	5283	36	433	36	384	36	0	0	0	0
	PT12	88	5283	36	433	36	384	36	0	0	0	0
	point103	103	5283	36	433	36	384	36	0	0	0	0
	PT13	89	5283	36	433	36	384	36	0	0	0	0
	PT14	90	5283	36	433	36	384	36	0	0	0	0
	PT15	91	5283	36	433	36	384	36	0	0	0	0
	PT16	92										
Roadway13 ; 270 SB	PT0	104	0	0	0	0	0	0	0	0	0	0
	PT1	93	0	0	0	0	0	0	0	0	0	0
	PT2	94	0	0	0	0	0	0	0	0	0	0
	PT3	95	0	0	0	0	0	0	0	0	0	0
	PT4	96	0	0	0	0	0	0	0	0	0	0
	PT5	97										
Roadway14 ; 270 SB (Bridge)	PT1	98	0	0	0	0	0	0	0	0	0	0
	PT2	99										
Roadway15 ; 270 SB	PT1	100	0	0	0	0	0	0	0	0	0	0
	PT2	101	0	0	0	0	0	0	0	0	0	0
	PT3	102										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP21-24 **Nobuild PM Receptors H-21 to H-24**

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	5038	32	395	32	286	32	0	0	0	0	0
	PT2	2	5038	32	395	32	286	32	0	0	0	0	0
	PT3	3											
Roadway2 ; 270 NB	PT1	4	6424	32	504	32	365	32	0	0	0	0	0
	PT2	5	6424	32	504	32	365	32	0	0	0	0	0
	PT3	6	6424	32	504	32	365	32	0	0	0	0	0
	PT4	7	6424	32	504	32	365	32	0	0	0	0	0
	PT5	8	6424	32	504	32	365	32	0	0	0	0	0
	PT6	9	6424	32	504	32	365	32	0	0	0	0	0
	PT7	10	6424	32	504	32	365	32	0	0	0	0	0
	PT8	11	6424	32	504	32	365	32	0	0	0	0	0
	PT9	12	6424	32	504	32	365	32	0	0	0	0	0
	PT10	13											
Roadway3 ; NB OFF RAMP	PT1	14	325	30	27	30	24	30	0	0	0	0	0
	PT2	15	325	30	27	30	24	30	0	0	0	0	0
	PT3	16	325	30	27	30	24	30	0	0	0	0	0
	PT4	17	325	30	27	30	24	30	0	0	0	0	0
	PT5	18	325	30	27	30	24	30	0	0	0	0	0
	PT6	19	325	30	27	30	24	30	0	0	0	0	0
	PT7	20	325	30	27	30	24	30	0	0	0	0	0
	PT8	21	325	30	27	30	24	30	0	0	0	0	0
	PT9	22											
Roadway4 ; NB OFF RAMP TO 80 EB	PT1	23	0	0	0	0	0	0	0	0	0	0	0
	PT2	24											
Roadway5 ; NB OFF RAMP TO 80 WB	PT1	25	325	30	27	30	24	30	0	0	0	0	0
	PT2	26	325	30	27	30	24	30	0	0	0	0	0
	PT3	27	325	30	27	30	24	30	0	0	0	0	0
	PT4	28											
Roadway6 ; MD 80	PT1	29	2622	40	43	40	32	40	3	40	0	0	0
	PT2	30	2622	40	43	40	32	40	3	40	0	0	0
	PT3	31											
Roadway7 ; MD 80	PT1	33	1092	40	18	40	14	40	1	40	0	0	0
	PT2	34											

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Roadway8 ; MD 80	PT1	35	1092	40	18	40	14	40	1	40	0	0
	PT2	36										
Roadway9 ; MD 80	PT1	37	1092	40	18	40	14	40	1	40	0	0
	PT2	38										
Roadway10 ; MD 80	PT1	39	1457	40	24	40	18	40	2	40	0	0
	PT2	40										
Roadway11 ; MD 80	PT1	41	1457	40	24	40	18	40	2	40	0	0
	PT2	42										
Roadway12 ; MD 80	PT1	43	1457	40	24	40	18	40	2	40	0	0
	PT2	44										
Roadway13 ; MD 80	PT1	45	1457	40	24	40	18	40	2	40	0	0
	PT2	46										
Roadway14 ; NB ON RAMP	PT1	47	1528	30	27	30	19	30	2	30	0	0
	PT2	48	1528	30	27	30	19	30	2	30	0	0
	PT3	49	1528	30	27	30	19	30	2	30	0	0
	PT4	50										
Roadway15 ; NB ON RAMP	PT1	51	0	0	0	0	0	0	0	0	0	0
	PT2	52										
Roadway16 ; NB ON RAMP	PT1	53	1528	30	27	30	19	30	2	30	0	0
	PT2	54	1528	30	27	30	19	30	2	30	0	0
	PT3	55	1528	30	27	30	19	30	2	30	0	0
	PT4	56	1528	30	27	30	19	30	2	30	0	0
	PT5	57	1528	30	27	30	19	30	2	30	0	0
	PT6	58	1528	30	27	30	19	30	2	30	0	0
	PT7	59	1528	30	27	30	19	30	2	30	0	0
	PT8	60	1528	30	27	30	19	30	2	30	0	0
	PT9	61	1528	30	27	30	19	30	2	30	0	0
	PT10	62										
Roadway17 ; MD 80	PT1	63	0	0	0	0	0	0	0	0	0	0
	PT2	64	0	0	0	0	0	0	0	0	0	0
	PT3	65	0	0	0	0	0	0	0	0	0	0
	PT4	66	0	0	0	0	0	0	0	0	0	0
	PT5	67	0	0	0	0	0	0	0	0	0	0
	PT6	68	0	0	0	0	0	0	0	0	0	0
	PT7	69	0	0	0	0	0	0	0	0	0	0
	PT8	70	0	0	0	0	0	0	0	0	0	0
	PT9	71										
Roadway18 ; 270 SB	PT1	72	2844	56	234	56	169	56	3	56	0	0
	PT2	73	2844	56	234	56	169	56	3	56	0	0
	PT3	74	2844	56	234	56	169	56	3	56	0	0
	PT4	75	2844	56	234	56	169	56	3	56	0	0
	PT5	76	2844	56	234	56	169	56	3	56	0	0
	PT6	77	2844	56	234	56	169	56	3	56	0	0
	PT7	78	2844	56	234	56	169	56	3	56	0	0
	PT8	79	2844	56	234	56	169	56	3	56	0	0
	PT9	80	2844	56	234	56	169	56	3	56	0	0
	PT10	81	2844	56	234	56	169	56	3	56	0	0

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	PT11	82	2844	56	234	56	169	56	3	56	0	0
	PT12	83	2844	56	234	56	169	56	3	56	0	0
	PT13	84	2844	56	234	56	169	56	3	56	0	0
	PT14	85	2844	56	234	56	169	56	3	56	0	0
	PT15	86	2844	56	234	56	169	56	3	56	0	0
	PT16	87	2844	56	234	56	169	56	3	56	0	0
	PT17	88										
Roadway19 ; 270 SB (Bridge)	PT1	89	2844	56	234	56	169	56	3	56	0	0
	PT2	90										
Roadway20 ; 270 SB	PT1	91	2844	56	234	56	169	56	3	56	0	0
	PT2	92	2844	56	234	56	169	56	3	56	0	0
	PT3	93	2844	56	234	56	169	56	3	56	0	0
	PT4	94	2844	56	234	56	169	56	3	56	0	0
	PT5	95										
Roadway21 ; 270 NB	PT1	96	5283	32	433	32	384	32	0	0	0	0
	PT2	97	5283	32	433	32	384	32	0	0	0	0
	PT3	98										
270 NB	PT1	99	5283	32	433	32	384	32	0	0	0	0
	PT2	100	5283	32	433	32	384	32	0	0	0	0
	PT3	101										
Roadway23 ; 270 NB (Bridge)	PT1	102	5283	32	433	32	384	32	0	0	0	0
	PT2	103										
Roadway24 ; 270 NB	PT1	104	5283	32	433	32	384	32	0	0	0	0
	PT2	105										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP25-27

Nobuild PM Receptors H-25 to H-27

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	6424	32	504	32	365	32	7	32	0	0	0
	PT2	2	6424	32	504	32	365	32	7	32	0	0	0
	PT3	3	6424	32	504	32	365	32	7	32	0	0	0
	point42	42	6424	32	504	32	365	32	7	32	0	0	0
	PT4	4	6424	32	504	32	365	32	7	32	0	0	0
	point43	43	6424	32	504	32	365	32	7	32	0	0	0
	PT5	5											
Roadway2 ; 270 NB	PT1	6	6424	32	504	32	365	32	7	32	0	0	0
	PT2	7											
Roadway3 ; BAKER VALLEY RD	PT1	8	595	30	20	30	10	30	0	0	0	0	0
	PT2	9	595	30	20	30	10	30	0	0	0	0	0
	PT3	10	595	30	20	30	10	30	0	0	0	0	0
	PT4	11											
Roadway4 ; 270 NB	PT1	12	6424	32	504	32	365	32	7	32	0	0	0
	PT2	13	6424	32	504	32	365	32	7	32	0	0	0
	PT3	14	6424	32	504	32	365	32	7	32	0	0	0
	PT4	15	6424	32	504	32	365	32	7	32	0	0	0
	PT5	16	6424	32	504	32	365	32	7	32	0	0	0
	PT6	17											
Roadway5 ; 270 NB (Bridge)	PT1	18	6424	32	504	32	365	32	7	32	0	0	0
	PT2	19											
Roadway6 ; 270 NB	PT1	20	6424	32	504	32	365	32	7	32	0	0	0
	PT2	21	6424	32	504	32	365	32	7	32	0	0	0
	PT3	22	6424	32	504	32	365	32	7	32	0	0	0
	PT4	23											
Roadway7 ; 270 SB	PT1	24	2844	56	234	56	169	56	3	56	0	0	0
	PT2	25	2844	56	234	56	169	56	3	56	0	0	0
	PT3	26	2844	56	234	56	169	56	3	56	0	0	0
	PT4	27	2844	56	234	56	169	56	3	56	0	0	0
	PT5	28											
Roadway8 ; 270 SB (Bridge)	PT1	29	2844	56	234	56	169	56	3	56	0	0	0
	PT2	30											
Roadway9 ; 270 SB	PT1	31	2844	56	234	56	169	56	3	56	0	0	0

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		PT2	32	2844	56	234	56	169	56	3	56	0	0
		PT3	33	2844	56	234	56	169	56	3	56	0	0
		PT4	34	2844	56	234	56	169	56	3	56	0	0
		PT5	35	2844	56	234	56	169	56	3	56	0	0
		PT6	36	2844	56	234	56	169	56	3	56	0	0
		PT7	37	2844	56	234	56	169	56	3	56	0	0
		point44	44	2844	56	234	56	169	56	3	56	0	0
		PT8	38	2844	56	234	56	169	56	3	56	0	0
		PT9	39	2844	56	234	56	169	56	3	56	0	0
		PT10	40	2844	56	234	56	169	56	3	56	0	0
		PT11	41										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP28-30

Nobuild PM Receptors H-28 to H-30

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB		PT1	1	6424	32	504	32	365	32	7	32	0	0
		PT2	2	6424	32	504	32	365	32	7	32	0	0
		PT3	3										
Roadway2 ; 270 NB		PT1	4	6424	32	504	32	365	32	7	32	0	0
		PT2	5	6424	32	504	32	365	32	7	32	0	0
		PT3	6	6424	32	504	32	365	32	7	32	0	0
		PT4	7										
Roadway3 ; 270 NB		PT1	8	6424	32	504	32	365	32	7	32	0	0
		PT2	9	6424	32	504	32	365	32	7	32	0	0
		PT3	10	6424	32	504	32	365	32	7	32	0	0
		PT4	11	6424	32	504	32	365	32	7	32	0	0
		PT5	12	6424	32	504	32	365	32	7	32	0	0
		PT6	13										
Roadway4 ; 270 SB		PT1	14	2844	56	234	56	169	56	3	56	0	0
		PT2	15	2844	56	234	56	169	56	3	56	0	0
		PT3	16	2844	56	234	56	169	56	3	56	0	0
		PT4	17	2844	56	234	56	169	56	3	56	0	0
		PT5	18	2844	56	234	56	169	56	3	56	0	0
		PT6	19										
Roadway5 ; 270 SB		PT1	20	2844	56	234	56	169	56	3	56	0	0
		PT2	21	2844	56	234	56	169	56	3	56	0	0
		PT3	22	2844	56	234	56	169	56	3	56	0	0
		PT4	23	2844	56	234	56	169	56	3	56	0	0
		PT5	24										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP31-33

Nobuild PM Receptors H-31 to H-33

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	5861	56	429	56	310	56	0	0	0	0	0
	PT2	2											
Roadway2 ; 270 NB	PT1	3	2131	56	156	56	113	56	0	0	0	0	0
	PT2	4	2131	56	156	56	113	56	0	0	0	0	0
	PT3	5	2131	56	156	56	113	56	0	0	0	0	0
	PT4	6	2131	56	156	56	113	56	0	0	0	0	0
	PT5	7	2131	56	156	56	113	56	0	0	0	0	0
	PT6	8	2131	56	156	56	113	56	0	0	0	0	0
	PT7	9											
Roadway3 ; 40 NB	PT1	10	3146	57	263	57	191	57	0	0	0	0	0
	PT2	11											
Roadway4 40 NB	PT1	12	3146	57	263	57	191	57	0	0	0	0	0
	PT2	13	3146	57	263	57	191	57	0	0	0	0	0
	PT3	14											
Roadway5 ; 70 WB	PT1	15	1942	55	338	55	245	55	0	0	0	0	0
	PT2	16	1942	55	338	55	245	55	0	0	0	0	0
	PT3	17											
Roadway6 ; NB ON RAMP	PT1	18	923	30	161	30	116	30	0	0	0	0	0
	PT2	19	923	30	161	30	116	30	0	0	0	0	0
	PT3	20	923	30	161	30	116	30	0	0	0	0	0
	PT4	21	923	30	161	30	116	30	0	0	0	0	0
	PT5	22	923	30	161	30	116	30	0	0	0	0	0
	PT6	23	923	30	161	30	116	30	0	0	0	0	0
	PT7	24	923	30	161	30	116	30	0	0	0	0	0
	PT8	25	923	30	161	30	116	30	0	0	0	0	0
	PT9	26	923	30	161	30	116	30	0	0	0	0	0
	PT10	27											
Roadway7 ; 40 SB	PT1	28	2958	57	110	57	82	57	0	0	0	0	0
	PT2	29	2958	57	110	57	82	57	0	0	0	0	0
	PT3	30	2958	57	110	57	82	57	0	0	0	0	0
	PT4	31											
Roadway8 ; 40 SB	PT1	32	2958	57	110	57	82	57	0	0	0	0	0
	PT2	33											

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Roadway9 ; 270 SB	PT1	34	1221	57	46	57	34	57	0	0	0	0
	PT2	35	1221	57	46	57	34	57	0	0	0	0
	PT3	36	1221	57	46	57	34	57	0	0	0	0
	PT4	37	1221	57	46	57	34	57	0	0	0	0
	PT5	38										
Roadway10 ; 270 SB	PT1	39	2230	42	83	42	62	42	0	0	0	0
	PT2	40										
Roadway11 ; 270 SB	PT1	41	4532	42	361	42	258	42	0	0	0	0
	PT2	42	4532	42	361	42	258	42	0	0	0	0
	PT3	43	4532	42	361	42	258	42	0	0	0	0
	PT4	44										
Roadway12 ; SB OFF TO 70 EB	PT1	45	916	30	34	30	25	30	0	0	0	0
	PT2	46	916	30	34	30	25	30	0	0	0	0
	PT3	47	916	30	34	30	25	30	0	0	0	0
	PT4	48	916	30	34	30	25	30	0	0	0	0
	PT5	49	916	30	34	30	25	30	0	0	0	0
	PT6	50	916	30	34	30	25	30	0	0	0	0
	PT7	51	916	30	34	30	25	30	0	0	0	0
	PT8	52	916	30	34	30	25	30	0	0	0	0
	PT9	53	916	30	34	30	25	30	0	0	0	0
	PT10	54	916	30	34	30	25	30	0	0	0	0
	PT11	55	916	30	34	30	25	30	0	0	0	0
	PT12	56										
Roadway13 ; SB ON FR 70 EB	PT1	57	2181	30	344	30	250	30	0	0	0	0
	PT2	58	2181	30	344	30	250	30	0	0	0	0
	PT3	59	2181	30	344	30	250	30	0	0	0	0
	PT4	60	2181	30	344	30	250	30	0	0	0	0
	PT5	61	2181	30	344	30	250	30	0	0	0	0
	PT6	62	2181	30	344	30	250	30	0	0	0	0
	PT7	63	2181	30	344	30	250	30	0	0	0	0
	PT8	64	2181	30	344	30	250	30	0	0	0	0
	PT9	65	2181	30	344	30	250	30	0	0	0	0
	PT10	66										
Roadway14 ; 70 EB	PT1	67	1022	55	161	55	117	55	0	0	0	0
	PT2	68	1022	55	161	55	117	55	0	0	0	0
	PT3	69										
Roadway15 ; 70 EB	PT1	70	1788	55	282	55	205	55	0	0	0	0
	PT2	71										
Roadway16 ; NEW DESIGN RD	PT1	72	0	0	0	0	0	0	0	0	0	0
	PT2	73										
Roadway17 ; NEW DESIGN RD (Bridge)	PT1	74	0	0	0	0	0	0	0	0	0	0
	PT2	75										
Roadway18 ; NEW DESIGN RD	PT1	76	0	0	0	0	0	0	0	0	0	0
	PT2	77										
Roadway19 ; 70 EB (Bridge)	PT1	78	1788	55	282	55	205	55	0	0	0	0
	PT2	79										
Roadway20 ; NB OFF TO 70 WB	PT1	80	3730	30	273	30	197	30	0	0	0	0

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	PT2	81	3730	30	273	30	197	30	0	0	0	0
	PT3	82	3730	30	273	30	197	30	0	0	0	0
	PT4	83	3730	30	273	30	197	30	0	0	0	0
	PT5	84										
Roadway21 ; OFF TO 70 WB (Bridge)	PT1	85	3730	30	273	30	197	30	0	0	0	0
	PT2	86										
Roadway22 ; OFF TO 70 WB	PT1	87	2398	30	176	30	127	30	0	0	0	0
	PT2	88	2398	30	176	30	127	30	0	0	0	0
	PT3	89	2398	30	176	30	127	30	0	0	0	0
	PT4	90	2398	30	176	30	127	30	0	0	0	0
	PT5	91	2398	30	176	30	127	30	0	0	0	0
	PT6	92	2398	30	176	30	127	30	0	0	0	0
	PT7	93										
Roadway23 ; OFF TO 70 WB (Over 70E)	PT1	94	2398	30	176	30	127	30	0	0	0	0
	PT2	95										
Roadway24 ; OFF TO 70 WB	PT1	96	2398	30	176	30	127	30	0	0	0	0
	PT2	97	2398	30	176	30	127	30	0	0	0	0
	PT3	98	2398	30	176	30	127	30	0	0	0	0
	PT4	99	2398	30	176	30	127	30	0	0	0	0
	PT5	100										
Roadway25 ; OFF TO 70 W (Over 270)	PT1	101	2398	30	176	30	127	30	0	0	0	0
	PT2	102										
Roadway26 ; 70 W (Over 270)	PT1	103	1942	55	338	55	245	55	0	0	0	0
	PT2	104										
Roadway27 ; 70 WB (Over 270)	PT1	105	4190	55	601	55	439	55	0	0	0	0
	PT2	106										
Roadway28 ; 70 WB	PT1	107	4190	55	601	55	439	55	0	0	0	0
	PT2	108	4190	55	601	55	439	55	0	0	0	0
	PT3	109										
Roadway29 ; 70 WB (Over SB OFF)	PT1	110	4190	55	601	55	439	55	0	0	0	0
	PT2	111										
Roadway30 ; 70 WB	PT1	112	4190	55	601	55	439	55	0	0	0	0
	PT2	113										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBP34-42

Nobuild PM Receptors H-34 to H-42

Roadway Name	Points Name	No.	Segment											
				Autos		MTrucks		HTrucks		Buses		Motorcycles		
				V	S	V	S	V	S	V	S	V	S	
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1 ; 15/40 NB	PT1	1	4317	54	315	54	143	54		0		0		0
	PT2	2	4317	54	315	54	143	54		0		0		0
	PT3	3												
Roadway2 ; 15/40 NB	PT1	4	5221	54	381	54	173	54		0		0		0
	PT2	5	5221	54	381	54	173	54		0		0		0
	PT3	6	5221	54	381	54	173	54		0		0		0
	PT4	7	5221	54	381	54	173	54		0		0		0
	PT5	8	5221	54	381	54	173	54		0		0		0
	PT6	9	5221	54	381	54	173	54		0		0		0
	PT7	10												
Roadway3 ; 15/40 NB	PT1	11	5062	54	370	54	168	54		0		0		0
	PT2	12	5062	54	370	54	168	54		0		0		0
	PT3	13												
Roadway4 ; 15 NB	PT1	14	5062	54	370	54	168	54		0		0		0
	PT2	15												
Roadway5 ; 15 NB	PT1	16	3277	46	239	46	109	46		0		0		0
	PT2	17	3277	46	239	46	109	46		0		0		0
	PT3	18	3277	46	239	46	109	46		0		0		0
	PT4	19												
Roadway6 ; 15 NB	PT1	20	3515	50	210	50	99	50		0		0		0
	PT2	21	3515	50	210	50	99	50		0		0		0
	PT3	22	3515	50	210	50	99	50		0		0		0
	PT4	23												
Roadway7 ; 15 NB	PT1	24	3812	50	238	50	125	50		0		0		0
	PT2	25	3812	50	238	50	125	50		0		0		0
	PT3	26	3812	50	238	50	125	50		0		0		0
	PT4	27												
Roadway8 ; 15 SB	PT1	28	3359	50	206	50	110	50		0		0		0
	PT2	29												
Roadway9 ; 15 SB	PT1	30	4067	50	243	50	115	50		0		0		0
	PT2	31	4067	50	243	50	115	50		0		0		0
	PT3	32	4067	50	243	50	115	50		0		0		0
	PT4	33	4067	50	243	50	115	50		0		0		0
	PT5	34	4067	50	243	50	115	50		0		0		0
	PT6	35	4067	50	243	50	115	50		0		0		0
	PT7	36	4067	50	243	50	115	50		0		0		0
	PT8	37												
Roadway10 ; 15 SB	PT1	38	3308	50	198	50	94	50		0		0		0
	PT2	39												
Roadway11 15 SB	PT1	40	3860	56	231	56	109	56		0		0		0
	PT2	41												
Roadway12 ; 15 SB	PT1	42	3627	56	306	56	143	56		0		0		0
	PT2	43												
Roadway13 ; 15/40 SB	PT1	44	4784	56	403	56	188	56		0		0		0
	PT2	45	4784	56	403	56	188	56		0		0		0
	PT3	46	4784	56	403	56	188	56		0		0		0
	PT4	47	4784	56	403	56	188	56		0		0		0
	PT5	48	4784	56	403	56	188	56		0		0		0
	PT6	49	4784	56	403	56	188	56		0		0		0

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		PT7	50										
Roadway14 ; 15/40 SB		PT1	51	2692	56	227	56	106	56	0	0	0	0
		PT2	52	2692	56	227	56	106	56	0	0	0	0
		PT3	53	2692	56	227	56	106	56	0	0	0	0
		PT4	54	2692	56	227	56	106	56	0	0	0	0
		PT5	55										
Roadway15 ; NB ON FR JEFF. ST		PT1	56	946	30	35	30	17	30	1	30	0	0
		PT2	57	946	30	35	30	17	30	1	30	0	0
		PT3	58	946	30	35	30	17	30	1	30	0	0
		PT4	59	946	30	35	30	17	30	1	30	0	0
		PT5	60	946	30	35	30	17	30	1	30	0	0
		PT6	61	946	30	35	30	17	30	1	30	0	0
		PT7	62	946	30	35	30	17	30	1	30	0	0
		PT8	63										
Roadway16 ; NB OFF TO MD144 EB		PT1	64	158	30	12	30	5	30	0	0	0	0
		PT2	65	158	30	12	30	5	30	0	0	0	0
		PT3	66	158	30	12	30	5	30	0	0	0	0
		PT4	67	158	30	12	30	5	30	0	0	0	0
		PT5	68	158	30	12	30	5	30	0	0	0	0
		PT6	69	158	30	12	30	5	30	0	0	0	0
		PT7	70	158	30	12	30	5	30	0	0	0	0
		PT8	71	158	30	12	30	5	30	0	0	0	0
		PT9	72	158	30	12	30	5	30	0	0	0	0
		PT10	73	158	30	12	30	5	30	0	0	0	0
		PT11	74										
Roadway17 ; NB ON FR MD 144		PT1	75	0	0	0	0	0	0	0	0	0	0
		PT2	76	0	0	0	0	0	0	0	0	0	0
		PT3	77	0	0	0	0	0	0	0	0	0	0
		PT4	78	0	0	0	0	0	0	0	0	0	0
		PT5	79	0	0	0	0	0	0	0	0	0	0
		PT6	80	0	0	0	0	0	0	0	0	0	0
		PT7	81	0	0	0	0	0	0	0	0	0	0
		PT8	82	0	0	0	0	0	0	0	0	0	0
		PT9	83	0	0	0	0	0	0	0	0	0	0
		PT10	84	0	0	0	0	0	0	0	0	0	0
		PT11	85	0	0	0	0	0	0	0	0	0	0
		PT12	86	0	0	0	0	0	0	0	0	0	0
		PT13	87										
Roadway18 ; NB OFF TO MD 144 WB		PT1	88	1785	30	130	30	61	30	0	0	0	0
		PT2	89	1785	30	130	30	61	30	0	0	0	0
		PT3	90	1785	30	130	30	61	30	0	0	0	0
		PT4	91	1785	30	130	30	61	30	0	0	0	0
		PT5	92	1785	30	130	30	61	30	0	0	0	0
		PT6	93	1785	30	130	30	61	30	0	0	0	0
		PT7	94	1785	30	130	30	61	30	0	0	0	0
		PT8	95	1785	30	130	30	61	30	0	0	0	0
		PT9	96	1785	30	130	30	61	30	0	0	0	0
		PT10	97	1785	30	130	30	61	30	0	0	0	0
		PT11	98										
Roadway19 ; NB ON FR MD 144 WB		PT1	99	986	30	41	30	19	30	3	30	0	0
		PT2	100	986	30	41	30	19	30	3	30	0	0
		PT3	101	986	30	41	30	19	30	3	30	0	0
		PT4	102	986	30	41	30	19	30	3	30	0	0
		PT5	103	986	30	41	30	19	30	3	30	0	0
		PT6	104	986	30	41	30	19	30	3	30	0	0
		PT7	105										
Roadway20 ; NB OFF TO ROSEMONT		PT1	106	781	30	47	30	22	30	0	0	0	0
		PT2	107	781	30	47	30	22	30	0	0	0	0
		PT3	108	781	30	47	30	22	30	0	0	0	0
		PT4	109	781	30	47	30	22	30	0	0	0	0
		PT5	110	781	30	47	30	22	30	0	0	0	0
		PT6	111	781	30	47	30	22	30	0	0	0	0
		PT7	112										

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Roadway21 ; NB ON FR ROSEMONT	PT1	113	337	30	8	30	5	30	0	0	0	0
	PT2	114	337	30	8	30	5	30	0	0	0	0
	PT3	115	337	30	8	30	5	30	0	0	0	0
	PT4	116	337	30	8	30	5	30	0	0	0	0
	PT5	117	337	30	8	30	5	30	0	0	0	0
	PT6	118	337	30	8	30	5	30	0	0	0	0
	PT7	119										
Roadway22 ; 2ND STREET	PT1	120	0	0	0	0	0	0	0	0	0	0
	PT2	121	0	0	0	0	0	0	0	0	0	0
	PT3	122	0	0	0	0	0	0	0	0	0	0
	PT4	123										
Roadway23 ; SB OFF TO ROSEMONT	PT1	124	91	30	6	30	3	30	0	0	0	0
	PT2	125	91	30	6	30	3	30	0	0	0	0
	PT3	126	91	30	6	30	3	30	0	0	0	0
	PT4	127	91	30	6	30	3	30	0	0	0	0
	PT5	128	91	30	6	30	3	30	0	0	0	0
	PT6	129	91	30	6	30	3	30	0	0	0	0
	PT7	130	91	30	6	30	3	30	0	0	0	0
	PT8	131										
Roadway24 ; SB ON FR ROSEMONT	PT1	132	706	30	29	30	15	30	1	30	0	0
	PT2	133	706	30	29	30	15	30	1	30	0	0
	PT3	134	706	30	29	30	15	30	1	30	0	0
	PT4	135	706	30	29	30	15	30	1	30	0	0
	PT5	136										
Roadway25 ; ROSEMONT AVE	PT1	137	1735	30	43	30	23	30	0	0	0	0
	PT2	138										
Roadway26 ; ROSEMONT AVE	PT1	139	1735	30	43	30	23	30	0	0	0	0
	PT2	140										
Roadway27 ; ROSEMONT AVE	PT1	141	2942	30	99	30	53	30	6	30	0	0
	PT2	142	2942	30	99	30	53	30	6	30	0	0
	PT3	143	2942	30	99	30	53	30	6	30	0	0
	PT4	144										
Roadway28 ; SB OFF TO WB 40	PT1	145	759	30	45	30	21	30	1	30	0	0
	PT2	146	759	30	45	30	21	30	1	30	0	0
	PT3	147	759	30	45	30	21	30	1	30	0	0
	PT4	148	759	30	45	30	21	30	1	30	0	0
	PT5	149	759	30	45	30	21	30	1	30	0	0
	PT6	150										
Roadway29 ; SB ON FR WB 40	PT1	151	563	30	23	30	11	30	2	30	0	0
	PT2	152	563	30	23	30	11	30	2	30	0	0
	PT3	153	563	30	23	30	11	30	2	30	0	0
	PT4	154	563	30	23	30	11	30	2	30	0	0
	PT5	155	563	30	23	30	11	30	2	30	0	0
	PT6	156	563	30	23	30	11	30	2	30	0	0
	PT7	157	563	30	23	30	11	30	2	30	0	0
	PT8	158	563	30	23	30	11	30	2	30	0	0
	PT9	159										
Roadway30 ; SB ON TO EB 40	PT1	160	115	30	7	30	3	30	0	0	0	0
	PT2	161	115	30	7	30	3	30	0	0	0	0
	PT3	162	115	30	7	30	3	30	0	0	0	0
	PT4	163	115	30	7	30	3	30	0	0	0	0
	PT5	164	115	30	7	30	3	30	0	0	0	0
	PT6	165	115	30	7	30	3	30	0	0	0	0
	PT7	166	115	30	7	30	3	30	0	0	0	0
	PT8	167	115	30	7	30	3	30	0	0	0	0
	PT9	168										
Roadway31 ; WB 40	PT1	169	728	30	30	30	14	30	2	30	0	0
	PT2	170										
Roadway32 ; WB 40	PT1	171	2582	30	107	30	50	30	8	30	0	0
	PT2	172	2582	30	107	30	50	30	8	30	0	0
	PT3	173										
Roadway33 ; WB 40	PT1	174	2053	30	65	30	30	30	2	30	0	0
	PT2	175										

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Roadway34 ; WB 40	PT1	176	2841	30	89	30	42	30	3	30	0	0
	PT2	177										
Roadway35 ; EB 40	PT1	178	1112	30	59	30	28	30	1	30	0	0
	PT2	179										
Roadway36 ; EB 40	PT1	180	1228	30	65	30	30	30	1	30	0	0
	PT2	181	1228	30	65	30	30	30	1	30	0	0
	PT3	182										
Roadway37 ; EB 40	PT1	183	1232	30	58	30	28	30	7	30	0	0
	PT2	184										
Roadway38 ; SB ON FR EB 40	PT1	185	1205	30	64	30	30	30	1	30	0	0
	PT2	186	1205	30	64	30	30	30	1	30	0	0
	PT3	187	1205	30	64	30	30	30	1	30	0	0
	PT4	188	1205	30	64	30	30	30	1	30	0	0
	PT5	189	1205	30	64	30	30	30	1	30	0	0
	PT6	190	1205	30	64	30	30	30	1	30	0	0
	PT7	191	1205	30	64	30	30	30	1	30	0	0
	PT8	192										
Roadway39 ; SB OFF TO WB 15	PT1	193	2092	30	174	30	82	30	0	0	0	0
	PT2	194	2092	30	174	30	82	30	0	0	0	0
	PT3	195	2092	30	174	30	82	30	0	0	0	0
	PT4	196	2092	30	174	30	82	30	0	0	0	0
	PT5	197	2092	30	174	30	82	30	0	0	0	0
	PT6	198	2092	30	174	30	82	30	0	0	0	0
	PT7	199	2092	30	174	30	82	30	0	0	0	0
	PT8	200										
Roadway40 ; APPLE AVE	PT1	201	0	0	0	0	0	0	0	0	0	0
	PT2	202	0	0	0	0	0	0	0	0	0	0
	PT3	203	0	0	0	0	0	0	0	0	0	0
	PT4	204	0	0	0	0	0	0	0	0	0	0
	PT5	205										
Roadway41 ; 15 NB (Bridge)	PT1	206	5062	54	370	54	168	54	0	0	0	0
	PT2	207										
Roadway42 ; 15 NB	PT1	208	5062	54	370	54	168	54	0	0	0	0
	PT2	209										
Roadway43 ; 15 SB (Bridge)	PT1	210	3860	56	231	56	109	56	0	0	0	0
	PT2	211										
Roadway44 ; 15 SB	PT1	212	3860	56	231	56	109	56	0	0	0	0
	PT2	213										
Roadway45 ; 15 NB	PT1	214	4296	46	257	46	122	46	0	0	0	0
	PT2	215	4296	46	257	46	122	46	0	0	0	0
	PT3	216	4296	46	257	46	122	46	0	0	0	0
	PT4	217	4296	46	257	46	122	46	0	0	0	0
	PT5	218	4296	46	257	46	122	46	0	0	0	0
	PT6	219	4296	46	257	46	122	46	0	0	0	0
	PT7	220	4296	46	257	46	122	46	0	0	0	0
	PT8	221	4296	46	257	46	122	46	0	0	0	0
	PT9	222										
Roadway46 ; 15 NB (Bridge)	PT1	223	4296	46	257	46	122	46	0	0	0	0
	PT2	224										
Roadway47 ; 15 NB	PT1	225	4296	46	257	46	122	46	0	0	0	0
	PT2	226										
Roadway48 ; 15 SB	PT1	227	3450	53	211	53	113	53	0	0	0	0
	PT2	228	3450	53	211	53	113	53	0	0	0	0
	PT3	229	3450	53	211	53	113	53	0	0	0	0
	PT4	230	3450	53	211	53	113	53	0	0	0	0
	PT5	231										
Roadway49 ; 15 SB (Bridge)	PT1	232	3450	53	211	53	113	53	0	0	0	0
	PT2	233										
Roadway50 ; 15 SB	PT1	234	3450	53	211	53	113	53	0	0	0	0
	PT2	235										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP43-47 **Nobuild PM Receptors H-43 to H-47**

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15 NB		PT1	1	3439	48	236	48	122	48	0	0	0	0
		PT2	2	3439	48	236	48	122	48	0	0	0	0
		PT3	3	3439	48	236	48	122	48	0	0	0	0
		PT4	4										
Roadway2 ; 15 NB		PT1	5	4073	48	279	48	144	48	0	0	0	0
		PT2	6	4073	48	279	48	144	48	0	0	0	0
		PT3	7	4073	48	279	48	144	48	0	0	0	0
		PT4	8										
Roadway3 ; 15 NB		PT1	9	3122	52	214	52	110	52	0	0	0	0
		PT2	10	3122	52	214	52	110	52	0	0	0	0
		PT3	11	3122	52	214	52	110	52	0	0	0	0
		PT4	12										
Roadway4 ; 15 NB		PT1	13	3759	52	273	52	168	52	0	0	0	0
		PT2	14	3759	52	273	52	168	52	0	0	0	0
		PT3	15	3759	52	273	52	168	52	0	0	0	0
		PT4	16	3759	52	273	52	168	52	0	0	0	0
		PT5	17	3759	52	273	52	168	52	0	0	0	0
		PT6	18										
Roadway5 ; 15 NB		PT1	19	3468	54	252	54	155	54	0	0	0	0
		PT2	20	3468	54	252	54	155	54	0	0	0	0
		PT3	21										
Roadway6 ; 15 SB		PT1	22	2083	58	121	58	171	58	2	58	0	0
		PT2	23	2083	58	121	58	171	58	2	58	0	0
		PT3	24	2083	58	121	58	171	58	2	58	0	0
		PT4	25	2083	58	121	58	171	58	2	58	0	0
		PT5	26	2083	58	121	58	171	58	2	58	0	0
		PT6	27	2083	58	121	58	171	58	2	58	0	0
		PT7	28	2083	58	121	58	171	58	2	58	0	0
		PT8	29										
Roadway7 ; 15 SB		PT1	30	2619	56	174	56	107	56	3	56	0	0
		PT2	31	2619	56	174	56	107	56	3	56	0	0
		PT3	32										
Roadway8 ; 15 SB		PT1	33	2167	55	144	55	89	55	2	55	0	0

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	PT2	34	2167	55	144	55	89	55	2	55	0	0
	PT3	35										
Roadway9 ; 15 SB	PT1	36	3045	55	201	55	104	55	3	55	0	0
	PT2	37	3045	55	201	55	104	55	3	55	0	0
	PT3	38										
Roadway10 ; 15 SB	PT1	39	2636	55	174	55	90	55	3	55	0	0
	PT2	40	2636	55	174	55	90	55	3	55	0	0
	PT3	41	2636	55	174	55	90	55	3	55	0	0
	PT4	42										
Roadway11 ; NB OFF TO W. 7TH ST.	PT1	43	388	30	24	30	13	30	0	0	0	0
	PT2	44	388	30	24	30	13	30	0	0	0	0
	PT3	45	388	30	24	30	13	30	0	0	0	0
	PT4	46	388	30	24	30	13	30	0	0	0	0
	PT5	47	388	30	24	30	13	30	0	0	0	0
	PT6	48	388	30	24	30	13	30	0	0	0	0
	PT7	49	388	30	24	30	13	30	0	0	0	0
	PT8	50										
Roadway12 ; NB ON FR W. 7TH ST.	PT1	51	659	30	27	30	14	30	0	0	0	0
	PT2	52	659	30	27	30	14	30	0	0	0	0
	PT3	53	659	30	27	30	14	30	0	0	0	0
	PT4	54	659	30	27	30	14	30	0	0	0	0
	PT5	55	659	30	27	30	14	30	0	0	0	0
	PT6	56	659	30	27	30	14	30	0	0	0	0
	PT7	57	659	30	27	30	14	30	0	0	0	0
	PT8	58	659	30	27	30	14	30	0	0	0	0
	PT9	59										
Roadway13 ; NB OFF TO MOTTER AVE	PT1	60	950	30	65	30	34	30	0	0	0	0
	PT2	61	950	30	65	30	34	30	0	0	0	0
	PT3	62	950	30	65	30	34	30	0	0	0	0
	PT4	63	950	30	65	30	34	30	0	0	0	0
	PT5	64	950	30	65	30	34	30	0	0	0	0
	PT6	65	950	30	65	30	34	30	0	0	0	0
	PT7	66	950	30	65	30	34	30	0	0	0	0
	PT8	67	950	30	65	30	34	30	0	0	0	0
	PT9	68	950	30	65	30	34	30	0	0	0	0
	PT10	69	950	30	65	30	34	30	0	0	0	0
	PT11	70	950	30	65	30	34	30	0	0	0	0
	PT12	71	950	30	65	30	34	30	0	0	0	0
	PT13	72										
Roadway14 ; NB ON FR MOTTER AVE	PT1	73	697	30	33	30	20	30	0	0	0	0
	PT2	74	697	30	33	30	20	30	0	0	0	0
	PT3	75	697	30	33	30	20	30	0	0	0	0
	PT4	76	697	30	33	30	20	30	0	0	0	0
	PT5	77	697	30	33	30	20	30	0	0	0	0
	PT6	78	697	30	33	30	20	30	0	0	0	0
	PT7	79	697	30	33	30	20	30	0	0	0	0
	PT8	80	697	30	33	30	20	30	0	0	0	0

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	PT9	81	697	30	33	30	20	30	0	0	0	0
	PT10	82	697	30	33	30	20	30	0	0	0	0
	PT11	83	697	30	33	30	20	30	0	0	0	0
	PT12	84	697	30	33	30	20	30	0	0	0	0
	PT13	85										
Roadway15 ; NB OFF TO MD 26 EB	PT1	86	336	30	24	30	15	30	0	0	0	0
	PT2	87	336	30	24	30	15	30	0	0	0	0
	PT3	88	336	30	24	30	15	30	0	0	0	0
	PT4	89	336	30	24	30	15	30	0	0	0	0
	PT5	90	336	30	24	30	15	30	0	0	0	0
	PT6	91	336	30	24	30	15	30	0	0	0	0
	PT7	92	336	30	24	30	15	30	0	0	0	0
	PT8	93										
Roadway16 ; SB ON FR MD 26 WB	PT1	94	486	30	16	30	23	30	1	30	0	0
	PT2	95	486	30	16	30	23	30	1	30	0	0
	PT3	96	486	30	16	30	23	30	1	30	0	0
	PT4	97	486	30	16	30	23	30	1	30	0	0
	PT5	98	486	30	16	30	23	30	1	30	0	0
	PT6	99	486	30	16	30	23	30	1	30	0	0
	PT7	100	486	30	16	30	23	30	1	30	0	0
	PT8	101	486	30	16	30	23	30	1	30	0	0
	PT9	102	486	30	16	30	23	30	1	30	0	0
	PT10	103	486	30	16	30	23	30	1	30	0	0
	PT11	104	486	30	16	30	23	30	1	30	0	0
	PT12	105	486	30	16	30	23	30	1	30	0	0
	PT13	106	486	30	16	30	23	30	1	30	0	0
	PT14	107										
Roadway17 ; SB OFF TO OPOSSUM	PT1	108	452	30	30	30	19	30	1	30	0	0
	PT2	109	452	30	30	30	19	30	1	30	0	0
	PT3	110	452	30	30	30	19	30	1	30	0	0
	PT4	111	452	30	30	30	19	30	1	30	0	0
	PT5	112	452	30	30	30	19	30	1	30	0	0
	PT6	113	452	30	30	30	19	30	1	30	0	0
	PT7	114	452	30	30	30	19	30	1	30	0	0
	PT8	115	452	30	30	30	19	30	1	30	0	0
	PT9	116	452	30	30	30	19	30	1	30	0	0
	PT10	117	452	30	30	30	19	30	1	30	0	0
	PT11	118	452	30	30	30	19	30	1	30	0	0
	PT12	119										
Roadway18 ; SB ON FR OPOSSUM	PT1	120	910	30	25	30	15	30	0	0	0	0
	PT2	121	910	30	25	30	15	30	0	0	0	0
	PT3	122	910	30	25	30	15	30	0	0	0	0
	PT4	123	910	30	25	30	15	30	0	0	0	0
	PT5	124	910	30	25	30	15	30	0	0	0	0
	PT6	125	910	30	25	30	15	30	0	0	0	0
	PT7	126	910	30	25	30	15	30	0	0	0	0
	PT8	127	910	30	25	30	15	30	0	0	0	0

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	PT9	128	910	30	25	30	15	30	0	0	0	0
	PT10	129	910	30	25	30	15	30	0	0	0	0
	PT11	130	910	30	25	30	15	30	0	0	0	0
	PT12	131	910	30	25	30	15	30	0	0	0	0
	PT13	132										
Roadway19 MOTTER AVE	PT1	133	2025	30	94	30	57	30	0	0	0	0
	PT2	134										
Roadway20 ; MOTTER AVE	PT1	135	2025	30	94	30	57	30	0	0	0	0
	PT2	136										
Roadway21 ; SB OFF TO W. 7TH ST.	PT1	137	409	30	27	30	14	30	0	0	0	0
	PT2	138	409	30	27	30	14	30	0	0	0	0
	PT3	139	409	30	27	30	14	30	0	0	0	0
	PT4	140	409	30	27	30	14	30	0	0	0	0
	PT5	141	409	30	27	30	14	30	0	0	0	0
	PT6	142	409	30	27	30	14	30	0	0	0	0
	PT7	143	409	30	27	30	14	30	0	0	0	0
	PT8	144	409	30	27	30	14	30	0	0	0	0
	PT9	145	409	30	27	30	14	30	0	0	0	0
	PT10	146										
Roadway22 ; SB ON FR W. 7TH ST.	PT1	147	823	30	34	30	18	30	0	0	0	0
	PT2	148	823	30	34	30	18	30	0	0	0	0
	PT3	149	823	30	34	30	18	30	0	0	0	0
	PT4	150	823	30	34	30	18	30	0	0	0	0
	PT5	151	823	30	34	30	18	30	0	0	0	0
	PT6	152	823	30	34	30	18	30	0	0	0	0
	PT7	153	823	30	34	30	18	30	0	0	0	0
	PT8	154	823	30	34	30	18	30	0	0	0	0
	PT9	155	823	30	34	30	18	30	0	0	0	0
	PT10	156	823	30	34	30	18	30	0	0	0	0
	PT11	157										
Roadway23 ; MOTTER AVE	PT1	158	2793	30	67	30	41	30	0	0	0	0
	PT2	159										
Roadway24; ;MOTTER AVE (Bridge)	PT1	160	2793	30	67	30	41	30	0	0	0	0
	PT2	161										
Roadway25 ; MOTTER AVE	PT1	162	2793	30	67	30	41	30	0	0	0	0
	PT2	163										
Roadway26 ; 15 NB (Bridge)	PT1	164	3468	54	252	54	155	54	0	0	0	0
	PT2	165										
Roadway27 ; 15 NB	PT1	166	3468	54	252	54	155	54	0	0	0	0
	PT2	167										
Roadway28 ; 15 SB	PT1	168	2083	58	121	58	171	58	2	58	0	0
	PT2	169										
Roadway29 ; 15 SB (Bridge)	PT1	170	2083	58	121	58	171	58	2	58	0	0
	PT2	171										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP48-51 **Nobuild PM Receptors H-48 to H-51**

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15 NB	PT1	1	3348	54	217	54	310	54	0	0	0	0	0
	point72	72	3348	54	217	54	310	54	0	0	0	0	0
	PT2	2	3348	54	217	54	310	54	0	0	0	0	0
	PT3	3	3348	54	217	54	310	54	0	0	0	0	0
	PT4	4	3348	54	217	54	310	54	0	0	0	0	0
	PT5	5	3348	54	217	54	310	54	0	0	0	0	0
	PT6	6											
Roadway2 ; 15 NB	PT1	7	3564	52	231	52	33	52	0	0	0	0	0
	PT2	8	3564	52	231	52	33	52	0	0	0	0	0
	PT3	9	3564	52	231	52	33	52	0	0	0	0	0
	PT4	10											
Roadway3 ; 15 NB	PT1	11	3737	50	242	50	346	50	0	0	0	0	0
	PT2	12	3737	50	242	50	346	50	0	0	0	0	0
	PT3	13	3737	50	242	50	346	50	0	0	0	0	0
	PT4	14	3737	50	242	50	346	50	0	0	0	0	0
	PT5	15											
Roadway4 ; 15 NB	PT1	16	3758	50	244	50	348	50	0	0	0	0	0
	PT2	17	3758	50	244	50	348	50	0	0	0	0	0
	PT3	18	3758	50	244	50	348	50	0	0	0	0	0
	PT4	19											
Roadway5 ; 15 SB	PT1	20	2149	56	125	56	176	56	0	0	0	0	0
	PT2	21	2149	56	125	56	176	56	0	0	0	0	0
	PT3	22	2149	56	125	56	176	56	0	0	0	0	0
	PT4	23											
Roadway6 ; 15 SB	PT1	24	2039	58	119	58	167	58	0	0	0	0	0
	PT2	25	2039	58	119	58	167	58	0	0	0	0	0
	PT3	26	2039	58	119	58	167	58	0	0	0	0	0
	PT4	27	2039	58	119	58	167	58	0	0	0	0	0
	PT5	28	2039	58	119	58	167	58	0	0	0	0	0
	PT6	29											
Roadway7 ; 15 SB	PT1	30	2039	58	119	58	167	58	0	0	0	0	0
	PT2	31											
Roadway8 ; 15 SB	PT1	32	1907	58	111	58	157	58	0	0	0	0	0

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	PT2	33	1907	58	111	58	157	58	0	0	0	0
	point73	73	1907	58	111	58	157	58	0	0	0	0
	PT3	34	1907	58	111	58	157	58	0	0	0	0
	PT4	35										
Roadway9 ; 15 SB	PT1	36	2083	58	121	58	171	58	0	0	0	0
	PT2	37	2083	58	121	58	171	58	0	0	0	0
	PT3	38	2083	58	121	58	171	58	0	0	0	0
	PT4	39	2083	58	121	58	171	58	0	0	0	0
	PT5	40	2083	58	121	58	171	58	0	0	0	0
	PT6	41	2083	58	121	58	171	58	0	0	0	0
	PT7	42	2083	58	121	58	171	58	0	0	0	0
	point74	74	2083	58	121	58	171	58	0	0	0	0
	PT8	43										
Roadway10 ; WORMANS MILL RD	PT1	44	925	30	30	30	44	30	1	30	0	0
	PT2	45	925	30	30	30	44	30	1	30	0	0
	PT3	46	925	30	30	30	44	30	1	30	0	0
	PT4	47	925	30	30	30	44	30	1	30	0	0
	PT5	48	925	30	30	30	44	30	1	30	0	0
	PT6	49	925	30	30	30	44	30	1	30	0	0
	PT7	50	925	30	30	30	44	30	1	30	0	0
	PT8	51	925	30	30	30	44	30	1	30	0	0
	PT9	52										
Roadway11 ; HAYWARD RD	PT1	53	732	30	24	30	25	30	0	0	0	0
	PT1	54										
Roadway12 HAYWARD RD	PT1	55	732	30	24	30	25	30	0	0	0	0
	PT2	56										
Roadway13 ; TRADING LANE	PT1	57	739	30	25	30	36	30	0	0	0	0
	PT2	58	739	30	25	30	36	30	0	0	0	0
	PT3	59	739	30	25	30	36	30	0	0	0	0
	PT4	60	739	30	25	30	36	30	0	0	0	0
	PT5	61	739	30	25	30	36	30	0	0	0	0
	PT6	62										
Roadway14 ; WILLOW RD	PT1	63	186	30	6	30	9	30	0	0	0	0
	PT2	64	186	30	6	30	9	30	0	0	0	0
	PT3	65	186	30	6	30	9	30	0	0	0	0
	PT4	66	186	30	6	30	9	30	0	0	0	0
	PT5	67	186	30	6	30	9	30	0	0	0	0
	PT6	68	186	30	6	30	9	30	0	0	0	0
	PT7	69										
Roadway15 ; WILLOW RD	PT1	70	186	30	6	30	9	30	0	0	0	0
	PT2	71										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

NBP52-53

Nobuild PM Receptors H-52 to H-53

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15 NB	PT1	1	3758	50	244	50	348	50	0	0	0	0	0
	PT2	2	3758	50	244	50	348	50	0	0	0	0	0
	PT3	3	3758	50	244	50	348	50	0	0	0	0	0
	PT4	4	3758	50	244	50	348	50	0	0	0	0	0
	PT5	5											
Roadway2 ; 15 NB	PT1	6	3262	53	211	53	302	53	0	0	0	0	0
	PT2	7	3262	53	211	53	302	53	0	0	0	0	0
	PT3	8											
Roadway3 ; 15 NB	PT1	9	3262	53	211	53	302	53	0	0	0	0	0
	PT2	10	3262	53	211	53	302	53	0	0	0	0	0
	PT3	11	3262	53	211	53	302	53	0	0	0	0	0
	PT4	12	3262	53	211	53	302	53	0	0	0	0	0
	PT5	13											
Roadway4 ; 15 SB	PT1	14	1844	56	105	56	151	56	0	0	0	0	0
	PT2	15	1844	56	105	56	151	56	0	0	0	0	0
	PT3	16	1844	56	105	56	151	56	0	0	0	0	0
	PT4	17	1844	56	105	56	151	56	0	0	0	0	0
	PT5	18											
Roadway5 ; 15 SB	PT1	19	1844	56	105	56	151	56	0	0	0	0	0
	PT2	20	1844	56	105	56	151	56	0	0	0	0	0
	PT3	21	1844	56	105	56	151	56	0	0	0	0	0
	PT4	22											
Roadway6 ; 15 SB	PT1	23	2149	56	125	56	176	56	0	0	0	0	0
	PT2	24	2149	56	125	56	176	56	0	0	0	0	0
	PT3	25	2149	56	125	56	176	56	0	0	0	0	0
	PT4	26	2149	56	125	56	176	56	0	0	0	0	0
	PT5	27	2149	56	125	56	176	56	0	0	0	0	0
	PT6	28											
Roadway7 ; BIGGS FORD RD	PT1	29	1592	30	53	30	78	30	2	30	0	0	0
	PT2	30	1592	30	53	30	78	30	2	30	0	0	0
	PT3	31											
Roadway8 ; BIGGS FORD RD	PT1	32	1592	30	53	30	78	30	2	30	0	0	0
	PT2	33											
Roadway9 ; SUNDAYS LANE	PT1	34	0	0	0	0	0	0	0	0	0	0	0
	PT2	35	0	0	0	0	0	0	0	0	0	0	0
	PT3	36											
Roadway10 ; SUNDAYS LANE	PT1	37	0	0	0	0	0	0	0	0	0	0	0
	PT2	38											

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: NBP54-55 **Nobuild PM Receptors H-54 to H-55**

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; LEWISDALE RD		PT1	1	0	0	0	0	0	0	0	0	0	0
		PT2	2	0	0	0	0	0	0	0	0	0	0
		PT3	3										
Roadway2 ; LEWISDALE RD		PT1	4	0	0	0	0	0	0	0	0	0	0
		PT2	5	0	0	0	0	0	0	0	0	0	0
		PT3	6	0	0	0	0	0	0	0	0	0	0
		PT4	7	0	0	0	0	0	0	0	0	0	0
		PT5	8	0	0	0	0	0	0	0	0	0	0
		PT6	9	0	0	0	0	0	0	0	0	0	0
		PT7	10	0	0	0	0	0	0	0	0	0	0
		PT8	11	0	0	0	0	0	0	0	0	0	0
		PT9	12	0	0	0	0	0	0	0	0	0	0
		PT10	13	0	0	0	0	0	0	0	0	0	0
		PT11	14	0	0	0	0	0	0	0	0	0	0
		PT12	15	0	0	0	0	0	0	0	0	0	0
		PT13	16										
Roadway3 ; LEWISDALE RD		PT1	17	0	0	0	0	0	0	0	0	0	0
		PT2	18	0	0	0	0	0	0	0	0	0	0
		PT3	19										
Roadway4 ; GREEN VALLEY RD		PT1	20	0	0	0	0	0	0	0	0	0	0
		PT2	21	0	0	0	0	0	0	0	0	0	0
		PT3	22										
Roadway5 ; GREEN VALLEY RD		PT1	23	0	0	0	0	0	0	0	0	0	0
		PT2	24	0	0	0	0	0	0	0	0	0	0
		PT3	25	0	0	0	0	0	0	0	0	0	0
		PT4	26										
Roadway6 ; URBANA PIKE		PT1	27	0	0	0	0	0	0	0	0	0	0
		PT2	28										
Roadway7 ; URBANA PIKE		PT1	29	0	0	0	0	0	0	0	0	0	0
		PT2	30	0	0	0	0	0	0	0	0	0	0
		PT3	31	0	0	0	0	0	0	0	0	0	0
		PT4	32										

APPENDIX M

2030 ALTERNATIVE 6 TRAFFIC VOLUMES AND SPEEDS INPUT TO TNM 2.5 TRAFFIC NOISE MODEL

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A1-5 **Alternative 6 AM Receptors H-1 to H-5**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; NB ON RAMP	PT1	1	433	30	32	30	30	10	30	0	0	0	0
	PT2	2	433	30	32	30	30	10	30	0	0	0	0
	PT3	3	433	30	32	30	30	10	30	0	0	0	0
	PT4	4	433	30	32	30	30	10	30	0	0	0	0
	PT5	5	433	30	32	30	30	10	30	0	0	0	0
	PT6	6											
Roadway2 ; NB ETL	PT1	7	1294	67	128	67	67	0	0	3	67	0	0
	PT2	8	1294	67	128	67	67	0	0	3	67	0	0
	PT3	9	1294	67	128	67	67	0	0	3	67	0	0
	PT4	10	1294	67	128	67	67	0	0	3	67	0	0
	PT5	11	1294	67	128	67	67	0	0	3	67	0	0
	PT6	12	1294	67	128	67	67	0	0	3	67	0	0
	PT7	13											
Roadway4 ; NB RTL	PT1	16	1294	67	128	67	67	0	0	3	67	0	0
	PT2	17	1294	67	128	67	67	0	0	3	67	0	0
	PT3	18	1294	67	128	67	67	0	0	3	67	0	0
	PT4	19	1294	67	128	67	67	0	0	3	67	0	0
	PT5	20	1294	67	128	67	67	0	0	3	67	0	0
	PT6	21	1294	67	128	67	67	0	0	3	67	0	0
	PT7	22	1294	67	128	67	67	0	0	3	67	0	0
	PT8	23											
Roadway5 ; MUDDY BRANCH NB	PT1	24	625	30	50	30	30	0	0	0	0	0	0
	PT2	25	625	30	50	30	30	0	0	0	0	0	0
	PT3	26	625	30	50	30	30	0	0	0	0	0	0
	PT4	27											
Roadway6 ; MUDDY BRANCH NB (Bridg	PT1	28	625	30	50	30	30	0	0	0	0	0	0
	PT2	29	625	30	50	30	30	0	0	0	0	0	0
	PT3	30											
Roadway7 ; MUDDY BRANCH NB	PT1	31	625	30	50	30	30	0	0	0	0	0	0
	PT2	32	625	30	50	30	30	0	0	0	0	0	0
	PT3	33	625	30	50	30	30	0	0	0	0	0	0
	PT4	34											
Roadway8 ; MUDDY BRANCH SB		44	35	440	30	35	30	0	0	0	0	0	0

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	PT2	36	440	30	35	30	0	0	0	0	0	0
	PT3	37	440	30	35	30	0	0	0	0	0	0
	PT4	38										
Roadway9 ; MUDDY BRANCH SB (Brid)	PT1	39	440	30	35	30	0	0	0	0	0	0
	PT2	40	440	30	35	30	0	0	0	0	0	0
	PT3	41										
Roadway10 ; OFF RAMP TO SAM EIG	PT1	42	477	30	36	30	12	30	1	30	0	0
	PT2	43	477	30	36	30	12	30	1	30	0	0
	PT3	44	477	30	36	30	12	30	1	30	0	0
	PT4	45	477	30	36	30	12	30	1	30	0	0
	PT5	46	477	30	36	30	12	30	1	30	0	0
	PT6	47	477	30	36	30	12	30	1	30	0	0
	PT7	48										
Roadway13 ; SB ETL	PT1	73	3190	65	318	65	0	0	16	65	0	0
	PT2	74	3190	65	318	65	0	0	16	65	0	0
	PT3	75	3190	65	318	65	0	0	16	65	0	0
	PT4	76	3190	65	318	65	0	0	16	65	0	0
	PT5	77	3190	65	318	65	0	0	16	65	0	0
	PT6	78	3190	65	318	65	0	0	16	65	0	0
	PT7	79	3190	65	318	65	0	0	16	65	0	0
	PT8	80	3190	65	318	65	0	0	16	65	0	0
	PT9	81	3190	65	318	65	0	0	16	65	0	0
	point213	213										
Roadway14 ; MUDDY BRANCH SB	PT1	85	440	30	35	30	0	0	0	0	0	0
	PT2	86	440	30	35	30	0	0	0	0	0	0
	PT3	87										
Roadway15 ; NB 270	PT1	88	3143	66	231	66	72	66	3	66	0	0
	PT2	89	3143	66	231	66	72	66	3	66	0	0
	PT3	90										
Roadway16 ; NB 270	PT1	91	3576	66	263	66	82	66	4	66	0	0
	PT2	92	3576	66	263	66	82	66	4	66	0	0
	PT3	93	3576	66	263	66	82	66	4	66	0	0
	PT4	94	3576	66	263	66	82	66	4	66	0	0
	PT5	95	3576	66	263	66	82	66	4	66	0	0
	PT6	96	3576	66	263	66	82	66	4	66	0	0
	PT7	97	3576	66	263	66	82	66	4	66	0	0
	PT8	98	3576	66	263	66	82	66	4	66	0	0
	PT9	99	3576	66	263	66	82	66	4	66	0	0
	PT10	100	3576	66	263	66	82	66	4	66	0	0
	PT11	101	3576	66	263	66	82	66	4	66	0	0
	PT12	102	3576	66	263	66	82	66	4	66	0	0
	PT13	103	3576	66	263	66	82	66	4	66	0	0
	point211	211										
Roadway18 ; SB 270 FR 117 ON RAMP	PT1	106	8204	63	614	63	199	63	9	63	0	0
	PT2	107	8204	63	614	63	199	63	9	63	0	0
	PT3	108	8204	63	614	63	199	63	9	63	0	0
	PT4	109	8204	63	614	63	199	63	9	63	0	0
	PT5	110	8204	63	614	63	199	63	9	63	0	0

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	PT6	111	8204	63	614	63	199	63	9	63	0	0
	PT7	112	8204	63	614	63	199	63	9	63	0	0
	PT8	113	8204	63	614	63	199	63	9	63	0	0
	PT9	114										
Roadway19 ; SB 270 TO OFF TO 370	PT1	115	8204	63	614	63	199	63	9	63	0	0
	PT2	116	8204	63	614	63	199	63	9	63	0	0
	PT3	117	8204	63	614	63	199	63	9	63	0	0
	PT4	118	8204	63	614	63	199	63	9	63	0	0
	PT5	119	8204	63	614	63	199	63	9	63	0	0
	PT6	120	8204	63	614	63	199	63	9	63	0	0
	PT7	121	8204	63	614	63	199	63	9	63	0	0
	PT8	122										
Roadway20 ; SB 270 FR OFF TO 370	PT1	123	7727	63	578	63	187	63	9	63	0	0
	PT2	124										
Rd21; NB ETL Fr 370	point125	125	885	67	88	67	0	0	2	67	0	0
	point126	126										
Rd22; NB ETL Fr 370	point127	127	409	67	40	67	0	0	1	67	0	0
	point128	128										
Rd23; NB ETL Before Off Ramp	point129	129	1294	67	128	67	0	0	3	67	0	0
	point130	130	1294	67	128	67	0	0	3	67	0	0
	point131	131										
Rd24; NB ETL Off Ramp to 117	point215	215	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0
	point135	135	0	0	0	0	0	0	0	0	0	0
	point136	136	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0
	point140	140	0	0	0	0	0	0	0	0	0	0
	point141	141	0	0	0	0	0	0	0	0	0	0
	point142	142	0	0	0	0	0	0	0	0	0	0
	point143	143	0	0	0	0	0	0	0	0	0	0
	point144	144	0	0	0	0	0	0	0	0	0	0
	point145	145	0	0	0	0	0	0	0	0	0	0
	point146	146	0	0	0	0	0	0	0	0	0	0
	point147	147	0	0	0	0	0	0	0	0	0	0
	point148	148	0	0	0	0	0	0	0	0	0	0
	point149	149	0	0	0	0	0	0	0	0	0	0
	point150	150	0	0	0	0	0	0	0	0	0	0
	point151	151										
Rd25; SB ETL fr 117 on ramp to split	point153	153	3190	65	318	65	0	0	16	65	0	0
	point154	154	3190	65	318	65	0	0	16	65	0	0
	point155	155	3190	65	318	65	0	0	16	65	0	0
	point156	156	3190	65	318	65	0	0	16	65	0	0
	point157	157	3190	65	318	65	0	0	16	65	0	0
	point158	158	3190	65	318	65	0	0	16	65	0	0
	point159	159	3190	65	318	65	0	0	16	65	0	0

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	point160	160	3190	65	318	65	0	0	16	65	0	0
	point161	161										
Rd26; SB ETL Eastern Split	point162	162	1380	65	138	65	0	0	7	65	0	0
	point163	163	1380	65	138	65	0	0	7	65	0	0
	point164	164										
Rd27; SB ETL Western Split	point165	165	1810	65	180	65	0	0	9	65	0	0
	point166	166	1810	65	180	65	0	0	9	65	0	0
	point167	167										
Rd28; SB ETL on ramo fr 117	point168	168	0	0	0	0	0	0	0	0	0	0
	point169	169	0	0	0	0	0	0	0	0	0	0
	point170	170	0	0	0	0	0	0	0	0	0	0
	point171	171	0	0	0	0	0	0	0	0	0	0
	point172	172	0	0	0	0	0	0	0	0	0	0
	point173	173	0	0	0	0	0	0	0	0	0	0
	point174	174	0	0	0	0	0	0	0	0	0	0
	point175	175	0	0	0	0	0	0	0	0	0	0
	point176	176	0	0	0	0	0	0	0	0	0	0
	point177	177	0	0	0	0	0	0	0	0	0	0
	point178	178	0	0	0	0	0	0	0	0	0	0
	point179	179	0	0	0	0	0	0	0	0	0	0
	point180	180	0	0	0	0	0	0	0	0	0	0
	point181	181	0	0	0	0	0	0	0	0	0	0
	point182	182	0	0	0	0	0	0	0	0	0	0
	point183	183	0	0	0	0	0	0	0	0	0	0
	point184	184	0	0	0	0	0	0	0	0	0	0
	point185	185	0	0	0	0	0	0	0	0	0	0
	point186	186	0	0	0	0	0	0	0	0	0	0
	point214	214										
Rd29; SB 270 to On ramp from 117	point187	187	6318	63	473	63	153	63	7	63	0	0
	point188	188	6318	63	473	63	153	63	7	63	0	0
	point189	189	6318	63	473	63	153	63	7	63	0	0
	point190	190										
Rd30; SB 270 On ramp fr 117	point191	191	2068	30	155	30	50	30	2	30	0	0
	point192	192	2068	30	155	30	50	30	2	30	0	0
	point193	193	2068	30	155	30	50	30	2	30	0	0
	point194	194	2068	30	155	30	50	30	2	30	0	0
	point195	195	2068	30	155	30	50	30	2	30	0	0
	point196	196	2068	30	155	30	50	30	2	30	0	0
	point197	197	2068	30	155	30	50	30	2	30	0	0
	point198	198	2068	30	155	30	50	30	2	30	0	0
	point199	199	2068	30	155	30	50	30	2	30	0	0
	point200	200	2068	30	155	30	50	30	2	30	0	0
	point201	201	2068	30	155	30	50	30	2	30	0	0
	point202	202	2068	30	155	30	50	30	2	30	0	0
	point203	203	2068	30	155	30	50	30	2	30	0	0
	point204	204	2068	30	155	30	50	30	2	30	0	0
	point205	205	2068	30	155	30	50	30	2	30	0	0
	point206	206	2068	30	155	30	50	30	2	30	0	0

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		point207	207	2068	30	155	30	50	30	2	30	0	0
		point208	208	2068	30	155	30	50	30	2	30	0	0
		point209	209										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A6-10

Alternative 6 AM Receptors H6 to H-10

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; NB ETL	PT1	1	1149	63		124	63	0	0	2	63	0	0
	PT2	2											
Roadway2 ; MBROOK EB TO 270 SB	PT1	5	745	30		46	30	33	30	0	0	0	0
	PT2	6	745	30		46	30	33	30	0	0	0	0
	PT3	7											
Roadway3 ; MBROOK EB	PT1	8	1070	45		17	45	12	45	1	45	0	0
	PT2	9											
Roadway4 ; MBROOK EB	PT1	10	1070	45		17	45	12	45	1	45	0	0
	PT2	11	1070	45		17	45	12	45	1	45	0	0
	PT3	12	1070	45		17	45	12	45	1	45	0	0
	PT4	13	1070	45		17	45	12	45	1	45	0	0
	PT5	14	1070	45		17	45	12	45	1	45	0	0
	PT6	15											
Roadway5 ; MBROOK WB	PT1	16	1512	45		36	45	27	45	2	45	0	0
	PT2	17	1512	45		36	45	27	45	2	45	0	0
	PT3	18											
Roadway6 ; MBROOK WB	PT1	19	1888	45		37	45	25	45	0	0	0	0
	PT2	20	1888	45		37	45	25	45	0	0	0	0
	PT3	21	1888	45		37	45	25	45	0	0	0	0
	PT4	22	1888	45		37	45	25	45	0	0	0	0
	PT5	23											
Roadway7 ; MBROOK WB	PT1	24	1379	45		27	45	19	45	0	0	0	0
	PT2	25	1379	45		27	45	19	45	0	0	0	0
	PT3	26	1379	45		27	45	19	45	0	0	0	0
	PT4	27											
Roadway8 ; TO SB RAMP	PT1	28	0	0		0	0	0	0	0	0	0	0
	PT2	29											
Roadway9 ; SB RAMP FR WB MBROOK	PT1	30	0	0		0	0	0	0	0	0	0	0
	PT2	31	0	0		0	0	0	0	0	0	0	0
	PT3	32											
Roadway10 ; NB ETL	PT1	33	1149	63		124	63	0	0	2	63	0	0
	PT2	34	1149	63		124	63	0	0	2	63	0	0
	PT3	35	1149	63		124	63	0	0	2	63	0	0
	PT4	36	1149	63		124	63	0	0	2	63	0	0
	PT5	37	1149	63		124	63	0	0	2	63	0	0
	PT6	38	1149	63		124	63	0	0	2	63	0	0
	PT7	39	1149	63		124	63	0	0	2	63	0	0
	PT8	40	1149	63		124	63	0	0	2	63	0	0
	PT9	41	1149	63		124	63	0	0	2	63	0	0

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	PT10	42	1149	63	124	63	0	0	2	63	0	0
	PT11	43	1149	63	124	63	0	0	2	63	0	0
	PT12	44	1149	63	124	63	0	0	2	63	0	0
	PT13	45	1149	63	124	63	0	0	2	63	0	0
	PT14	46	1149	63	124	63	0	0	2	63	0	0
	point224	224	1149	63	124	63	0	0	2	63	0	0
	PT15	47										
Roadway11 ; NB ETL (Bridge)	PT1	48	1149	63	124	63	0	0	2	63	0	0
	PT2	49										
Roadway12 ; NB ETL	PT1	50	1149	63	124	63	0	0	2	63	0	0
	PT2	51	1149	63	124	63	0	0	2	63	0	0
	PT3	52	1149	63	124	63	0	0	2	63	0	0
	PT4	53										
Roadway13 ; NB OFF TO MBROOK	PT1	54	364	30	6	30	5	30	1	30	0	0
	PT2	55	364	30	6	30	5	30	1	30	0	0
	PT3	56	364	30	6	30	5	30	1	30	0	0
	PT4	57	364	30	6	30	5	30	1	30	0	0
	PT5	58	364	30	6	30	5	30	1	30	0	0
	PT6	59	364	30	6	30	5	30	1	30	0	0
	PT7	60	364	30	6	30	5	30	1	30	0	0
	PT8	61	364	30	6	30	5	30	1	30	0	0
	PT9	62	364	30	6	30	5	30	1	30	0	0
	PT10	63	364	30	6	30	5	30	1	30	0	0
	PT11	64	364	30	6	30	5	30	1	30	0	0
	PT12	65	364	30	6	30	5	30	1	30	0	0
	PT13	66	364	30	6	30	5	30	1	30	0	0
	PT14	67	364	30	6	30	5	30	1	30	0	0
	PT15	68										
Roadway14 ; SB ETL	PT1	69	2525	63	269	63	0	0	8	63	0	0
	PT2	70	2525	63	269	63	0	0	8	63	0	0
	PT3	71	2525	63	269	63	0	0	8	63	0	0
	PT4	72	2525	63	269	63	0	0	8	63	0	0
	PT5	73	2525	63	269	63	0	0	8	63	0	0
	PT6	74	2525	63	269	63	0	0	8	63	0	0
	PT7	75	2525	63	269	63	0	0	8	63	0	0
	PT8	76										
Roadway15 ; SB ETL (Bridge)	PT1	77	2525	63	269	63	0	0	8	63	0	0
	PT2	78										
Roadway16 ; SB ETL	PT1	79	2525	63	269	63	0	0	8	63	0	0
	PT2	80	2525	63	269	63	0	0	8	63	0	0
	PT3	81	2525	63	269	63	0	0	8	63	0	0
	PT4	82	2525	63	269	63	0	0	8	63	0	0
	PT5	83	2525	63	269	63	0	0	8	63	0	0
	PT6	84	2525	63	269	63	0	0	8	63	0	0
	PT7	85	2525	63	269	63	0	0	8	63	0	0
	PT8	86	2525	63	269	63	0	0	8	63	0	0
	PT9	87	2525	63	269	63	0	0	8	63	0	0
	PT10	88	2525	63	269	63	0	0	8	63	0	0
	PT11	89	2525	63	269	63	0	0	8	63	0	0
	PT12	90	2525	63	269	63	0	0	8	63	0	0
	PT13	91	2525	63	269	63	0	0	8	63	0	0
	PT14	92	2525	63	269	63	0	0	8	63	0	0
	PT15	93	2525	63	269	63	0	0	8	63	0	0

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	PT16	94	2525	63	269	63	0	0	8	63	0	0
	PT17	95	2525	63	269	63	0	0	8	63	0	0
	PT18	96	2525	63	269	63	0	0	8	63	0	0
	PT19	97										
Roadway17 ; SB ETL	PT1	98	2525	63	269	63	0	0	8	63	0	0
	PT2	99	2525	63	269	63	0	0	8	63	0	0
	PT3	100	2525	63	269	63	0	0	8	63	0	0
	PT4	101	2525	63	269	63	0	0	8	63	0	0
	PT5	102	2525	63	269	63	0	0	8	63	0	0
	PT6	180										
Roadway18 ; SB ON RAMP	PT1	103	1219	30	76	30	54	30	0	0	0	0
	PT2	104	1219	30	76	30	54	30	0	0	0	0
	PT3	105	1219	30	76	30	54	30	0	0	0	0
	PT4	106	1219	30	76	30	54	30	0	0	0	0
	PT5	107	1219	30	76	30	54	30	0	0	0	0
	PT6	108	1219	30	76	30	54	30	0	0	0	0
	PT7	109										
Roadway19 ; NB OFF RAMP	PT1	110	194	30	3	30	2	30	0	0	0	0
	PT2	111	194	30	3	30	2	30	0	0	0	0
	PT3	112	194	30	3	30	2	30	0	0	0	0
	PT4	113	194	30	3	30	2	30	0	0	0	0
	PT5	114	194	30	3	30	2	30	0	0	0	0
	PT6	115	194	30	3	30	2	30	0	0	0	0
	PT7	116	194	30	3	30	2	30	0	0	0	0
	PT8	117	194	30	3	30	2	30	0	0	0	0
	PT9	118										
Roadway20 ; NB 270	PT1	119	3031	65	53	65	38	65	6	65	0	0
	PT2	120	3031	65	53	65	38	65	6	65	0	0
	PT3	121	3031	65	53	65	38	65	6	65	0	0
	PT4	122	3031	65	53	65	38	65	6	65	0	0
	PT5	123	3031	65	53	65	38	65	6	65	0	0
	PT6	124	3031	65	53	65	38	65	6	65	0	0
	PT7	125	3031	65	53	65	38	65	6	65	0	0
	PT8	126	3031	65	53	65	38	65	6	65	0	0
	PT9	127	3031	65	53	65	38	65	6	65	0	0
	PT10	128	3031	65	53	65	38	65	6	65	0	0
	PT11	129	3031	65	53	65	38	65	6	65	0	0
	PT12	130	3031	65	53	65	38	65	6	65	0	0
	PT13	131	3031	65	53	65	38	65	6	65	0	0
	PT14	132										
Roadway21 ; NB 270	PT1	133	3031	65	53	65	38	65	6	65	0	0
	PT2	134	3031	65	53	65	38	65	6	65	0	0
	PT3	135	3031	65	53	65	38	65	6	65	0	0
	PT4	136	3031	65	53	65	38	65	6	65	0	0
	PT5	137	3031	65	53	65	38	65	6	65	0	0
	PT6	138	3031	65	53	65	38	65	6	65	0	0
	PT7	139	3031	65	53	65	38	65	6	65	0	0
	PT8	140	3031	65	53	65	38	65	6	65	0	0
	PT9	141										
Roadway22 ; NB 270	PT1	142	2837	65	50	65	35	65	6	65	0	0
	PT2	143										
Roadway23 ; NB 270	PT1	144	2837	65	50	65	35	65	6	65	0	0
	PT2	145										

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Roadway24 ; NB 270	PT1	146	2837	65	50	65	35	65	6	65	0	0
	PT2	147	2837	65	50	65	35	65	6	65	0	0
	PT3	148										
Roadway25 ; NB 270	PT1	149	2300	65	145	65	102	65	3	65	0	0
	PT2	150	2300	65	145	65	102	65	3	65	0	0
	PT3	151	2300	65	145	65	102	65	3	65	0	0
	PT4	152	2300	65	145	65	102	65	3	65	0	0
	PT5	153										
Roadway27 ; SB 270	PT1	158	5283	58	328	58	234	58	1	58	0	0
	PT2	159										
Roadway28 ; SB 270	PT1	160	5283	58	328	58	234	58	1	58	0	0
	PT2	161										
Roadway29 ; SB 270	PT1	162	6559	63	374	63	266	63	1	63	0	0
	PT2	163										
Rd31; NB ETL to Middlebrook	point178	178	1149	63	124	63	0	0	2	63	0	0
	point179	179										
Rd32; SB 270 (6 Lanes)	point181	181	5283	58	328	58	234	58	1	58	0	0
	point182	182										
Rdy33; SB 270 (5 Lanes)	point183	183	5283	58	328	58	234	58	1	58	0	0
	point184	184										
Rd34; SB 270 (4 Lanes)	point185	185	5283	58	328	58	234	58	1	58	0	0
	point186	186										
Rd35; SB 270 to Off Ramp	point187	187	6559	63	374	63	266	63	1	63	0	0
	point188	188	6559	63	374	63	266	63	1	63	0	0
	point189	189	6559	63	374	63	266	63	1	63	0	0
	point190	190	6559	63	374	63	266	63	1	63	0	0
	point191	191	6559	63	374	63	266	63	1	63	0	0
	point192	192	6559	63	374	63	266	63	1	63	0	0
	point193	193	6559	63	374	63	266	63	1	63	0	0
	point194	194	6559	63	374	63	266	63	1	63	0	0
	point195	195	6559	63	374	63	266	63	1	63	0	0
	point196	196	6559	63	374	63	266	63	1	63	0	0
	point197	197	6559	63	374	63	266	63	1	63	0	0
	point198	198	6559	63	374	63	266	63	1	63	0	0
	point199	199										
Rd37; SB 270 from Off Ramp	point200	200	5717	63	326	63	232	63	1	63	0	0
	point201	201	5717	63	326	63	232	63	1	63	0	0
	point202	202	5717	63	326	63	232	63	1	63	0	0
	point203	203										
Rd 39; SB Off Ramp fr 270	point214	214	843	30	48	30	34	30	0	0	0	0
	point215	215	843	30	48	30	34	30	0	0	0	0
	point216	216	843	30	48	30	34	30	0	0	0	0
	point217	217	843	30	48	30	34	30	0	0	0	0
	point218	218	843	30	48	30	34	30	0	0	0	0
	point219	219										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A11-13

Alternative 6 AM Receptors H-11 to H-13

Roadway Name	Points Name	No.	Segment	Autos V	Autos S	MTrucks V	MTrucks S	HTrucks V	HTrucks S	Buses V	Buses S	Motorcycles V	Motorcycles S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	2334	65	147	65	101	65	0	0	0	0	0
	PT2	2	2334	65	147	65	101	65	0	0	0	0	0
	PT3	3	2334	65	147	65	101	65	0	0	0	0	0
	PT4	4											
Roadway3 ; NB ON RAMP fr Father H	PT1	13	135	30	9	30	6	30	0	0	0	0	0
	PT2	14	135	30	9	30	6	30	0	0	0	0	0
	PT3	15	135	30	9	30	6	30	0	0	0	0	0
	PT4	16	135	30	9	30	6	30	0	0	0	0	0
	PT5	17	135	30	9	30	6	30	0	0	0	0	0
	PT6	18	135	30	9	30	6	30	0	0	0	0	0
	PT7	19	135	30	9	30	6	30	0	0	0	0	0
	PT8	20	135	30	9	30	6	30	0	0	0	0	0
	PT9	21											
Roadway5 ; 270 SB to off to F. Hurley	PT1	34	5686	59	373	59	247	59	0	0	0	0	0
	PT2	35	5686	59	373	59	247	59	0	0	0	0	0
	PT3	36	5686	59	373	59	247	59	0	0	0	0	0
	PT4	37	5686	59	373	59	247	59	0	0	0	0	0
	PT5	38	5686	59	373	59	247	59	0	0	0	0	0
	PT6	39	5686	59	373	59	247	59	0	0	0	0	0
	PT7	40	5686	59	373	59	247	59	0	0	0	0	0
	PT8	41	5686	59	373	59	247	59	0	0	0	0	0
	PT9	42	5686	59	373	59	247	59	0	0	0	0	0
	PT10	43											
Rd 6 ;SB 270 @ Father Hurley	PT1	44	5079	59	333	59	220	59	0	0	0	0	0
	PT2	45	5079	59	333	59	220	59	0	0	0	0	0
	PT3	46	5079	59	333	59	220	59	0	0	0	0	0
	PT4	47	5079	59	333	59	220	59	0	0	0	0	0
	PT5	48	5079	59	333	59	220	59	0	0	0	0	0
	PT6	49											
Roadway7 ; SB OFF to Father Hurley	PT1	50	607	30	40	30	26	30	0	0	0	0	0
	PT2	51	607	30	40	30	26	30	0	0	0	0	0
	PT3	52	607	30	40	30	26	30	0	0	0	0	0
	PT4	53	607	30	40	30	26	30	0	0	0	0	0
	PT5	54	607	30	40	30	26	30	0	0	0	0	0
	PT6	55											

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Roadway9 ; SB ETL	PT1	67	1549	62	173	62	0	0	3	62	0	0
	PT2	68	1549	62	173	62	0	0	3	62	0	0
	PT3	69	1549	62	173	62	0	0	3	62	0	0
	PT4	70	1549	62	173	62	0	0	3	62	0	0
	PT5	71	1549	62	173	62	0	0	3	62	0	0
	PT6	72	1549	62	173	62	0	0	3	62	0	0
	PT7	73	1549	62	173	62	0	0	3	62	0	0
	PT8	74	1549	62	173	62	0	0	3	62	0	0
	PT9	75	1549	62	173	62	0	0	3	62	0	0
	PT10	76	1549	62	173	62	0	0	3	62	0	0
	PT11	77	1549	62	173	62	0	0	3	62	0	0
	PT12	78	1549	62	173	62	0	0	3	62	0	0
	PT13	79	1549	62	173	62	0	0	3	62	0	0
	PT14	80	1549	62	173	62	0	0	3	62	0	0
	PT15	81										
Rd 11; NB 270 fr F Hurley (5 Lanes)	point82	82	2348	65	148	65	101	65	0	0	0	0
	point83	83										
Rd 12; NB 270 (4 lanes)	point84	84	2348	65	148	65	101	65	0	0	0	0
	point85	85	2348	65	148	65	101	65	0	0	0	0
	point86	86	2348	65	148	65	101	65	0	0	0	0
	point87	87	2348	65	148	65	101	65	0	0	0	0
	point88	88	2348	65	148	65	101	65	0	0	0	0
	point89	89	2348	65	148	65	101	65	0	0	0	0
	point90	90	2348	65	148	65	101	65	0	0	0	0
	point91	91	2348	65	148	65	101	65	0	0	0	0
	point92	92	2348	65	148	65	101	65	0	0	0	0
	point93	93	2348	65	148	65	101	65	0	0	0	0
	point94	94										
Rd 13; NB ETL	point95	95	992	62	107	62	0	0	1	62	0	0
	point96	96	992	62	107	62	0	0	1	62	0	0
	point97	97	992	62	107	62	0	0	1	62	0	0
	point98	98	992	62	107	62	0	0	1	62	0	0
	point99	99	992	62	107	62	0	0	1	62	0	0
	point100	100	992	62	107	62	0	0	1	62	0	0
	point101	101	992	62	107	62	0	0	1	62	0	0
	point102	102	992	62	107	62	0	0	1	62	0	0
	point103	103	992	62	107	62	0	0	1	62	0	0
	point104	104	992	62	107	62	0	0	1	62	0	0
	point105	105	992	62	107	62	0	0	1	62	0	0
	point106	106	992	62	107	62	0	0	1	62	0	0
	point107	107	992	62	107	62	0	0	1	62	0	0
	point108	108										
Rd 14; SB 270 fr Father Hurley	point109	109	5079	61	333	61	220	61	0	0	0	0
	point110	110										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A14-16

Alternative 6 AM Receptors H-14 to H-16

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; FREDERIC RD	PT1	24	0	0	0	0	0	0	0	0	0	0	0
	PT2	25	0	0	0	0	0	0	0	0	0	0	0
	PT3	26	0	0	0	0	0	0	0	0	0	0	0
	PT4	27	0	0	0	0	0	0	0	0	0	0	0
	PT5	28	0	0	0	0	0	0	0	0	0	0	0
	PT6	29	0	0	0	0	0	0	0	0	0	0	0
	PT7	30	0	0	0	0	0	0	0	0	0	0	0
	PT8	31	0	0	0	0	0	0	0	0	0	0	0
	PT9	32	0	0	0	0	0	0	0	0	0	0	0
	PT10	33	0	0	0	0	0	0	0	0	0	0	0
	PT11	34	0	0	0	0	0	0	0	0	0	0	0
	PT12	35											
Roadway4 ; COMUS RD	PT1	36	55	30	10	30	10	30	10	0	0	0	0
	PT2	37											
Roadway5 ; COMUS RD (Bridge)	PT1	38	55	30	10	30	10	30	10	0	0	0	0
	PT2	39											
Roadway6 ; COMUS RD	PT1	40	55	30	10	30	10	30	10	0	0	0	0
	PT2	41	55	30	10	30	10	30	10	0	0	0	0
	PT3	42	55	30	10	30	10	30	10	0	0	0	0
	PT4	43											
Rd 13; NB 270 (3Lanes)	point89	89	1550	58	133	58	92	58	92	0	0	0	0
	point90	90											
Rd 14; NB 270 (2 Lanes)	point91	91	1550	58	133	58	92	58	92	0	0	0	0
	point92	92	1550	58	133	58	92	58	92	0	0	0	0
	point93	93	1550	58	133	58	92	58	92	0	0	0	0
	point94	94	1550	58	133	58	92	58	92	0	0	0	0
	point95	95	1550	58	133	58	92	58	92	0	0	0	0
	point96	96	1550	58	133	58	92	58	92	0	0	0	0
	point97	97	1550	58	133	58	92	58	92	0	0	0	0
	point98	98	1550	58	133	58	92	58	92	0	0	0	0
	point99	99											
Rd 16; NB ETL from Off to 270	point102	102	807	62	117	62	0	0	0	1	62	0	0
	point103	103	807	62	117	62	0	0	0	1	62	0	0
	point104	104	807	62	117	62	0	0	0	1	62	0	0
	point105	105	807	62	117	62	0	0	0	1	62	0	0

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	point106	106	807	62	117	62	0	0	1	62	0	0
	point107	107	807	62	117	62	0	0	1	62	0	0
	point108	108	807	62	117	62	0	0	1	62	0	0
	point109	109	807	62	117	62	0	0	1	62	0	0
	point110	110	807	62	117	62	0	0	1	62	0	0
	point111	111	807	62	117	62	0	0	1	62	0	0
	point112	112										
Rd 18; SB ETL to Off to 270	point115	115	1456	62	214	62	0	0	5	62	0	0
	point116	116	1456	62	214	62	0	0	5	62	0	0
	point117	117	1456	62	214	62	0	0	5	62	0	0
	point118	118	1456	62	214	62	0	0	5	62	0	0
	point119	119	1456	62	214	62	0	0	5	62	0	0
	point120	120	1456	62	214	62	0	0	5	62	0	0
	point121	121	1456	62	214	62	0	0	5	62	0	0
	point122	122	1456	62	214	62	0	0	5	62	0	0
	point123	123	1456	62	214	62	0	0	5	62	0	0
	point124	124	1456	62	214	62	0	0	5	62	0	0
	point125	125	1456	62	214	62	0	0	5	62	0	0
	point126	126	1456	62	214	62	0	0	5	62	0	0
	point127	127	1456	62	214	62	0	0	5	62	0	0
	point128	128	1456	62	214	62	0	0	5	62	0	0
	point129	129	1456	62	214	62	0	0	5	62	0	0
	point130	130	1456	62	214	62	0	0	5	62	0	0
	point131	131	1456	62	214	62	0	0	5	62	0	0
	point132	132	1456	62	214	62	0	0	5	62	0	0
	point133	133										
Rd 19; SB ETL From Off to 270	point134	134	1456	62	214	62	0	0	5	62	0	0
	point135	135										
Rd 20; SB ETL Off to 270	point136	136	0	0	0	0	0	0	0	0	0	0
	point137	137										
Rd 21; SB 270 to On from ETL	point138	138	3684	39	321	39	220	39	4	39	0	0
	point139	139	3684	39	321	39	220	39	4	39	0	0
	point140	140	3684	39	321	39	220	39	4	39	0	0
	point141	141	3684	39	321	39	220	39	4	39	0	0
	point142	142	3684	39	321	39	220	39	4	39	0	0
	point143	143	3684	39	321	39	220	39	4	39	0	0
	point144	144	3684	39	321	39	220	39	4	39	0	0
	point145	145	3684	39	321	39	220	39	4	39	0	0
	point146	146	3684	39	321	39	220	39	4	39	0	0
	point147	147	3684	39	321	39	220	39	4	39	0	0
	point148	148	3684	39	321	39	220	39	4	39	0	0
	point149	149	3684	39	321	39	220	39	4	39	0	0
	point150	150	3684	39	321	39	220	39	4	39	0	0
	point151	151	3684	39	321	39	220	39	4	39	0	0
	point152	152	3684	39	321	39	220	39	4	39	0	0
	point153	153	3684	39	321	39	220	39	4	39	0	0
	point154	154	3684	39	321	39	220	39	4	39	0	0
	point159	159										
Rd 22; SB 270 fr ETL on (3 Lanes)	point155	155	3684	39	321	39	220	39	4	39	0	0

		point156	156									

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A17

Alternative 6 AM Receptor H-17

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; PEACH TREE RD	PT1	1	0	0	0	0	0	0	0	0	0	0	0
	PT2	2	0	0	0	0	0	0	0	0	0	0	0
	PT3	3	0	0	0	0	0	0	0	0	0	0	0
	PT4	4	0	0	0	0	0	0	0	0	0	0	0
	PT5	5	0	0	0	0	0	0	0	0	0	0	0
	PT6	6	0	0	0	0	0	0	0	0	0	0	0
	PT7	7	0	0	0	0	0	0	0	0	0	0	0
	PT8	8	0	0	0	0	0	0	0	0	0	0	0
	PT9	9	0	0	0	0	0	0	0	0	0	0	0
	PT10	10	0	0	0	0	0	0	0	0	0	0	0
	PT11	11	0	0	0	0	0	0	0	0	0	0	0
	PT12	12											
Roadway3 ; NB ETL	PT1	19	807	62	117	62	0	0	1	62	0	0	0
	PT2	20	807	62	117	62	0	0	1	62	0	0	0
	PT3	21	807	62	117	62	0	0	1	62	0	0	0
	PT4	22	807	62	117	62	0	0	1	62	0	0	0
	PT5	23	807	62	117	62	0	0	1	62	0	0	0
	PT6	24	807	62	117	62	0	0	1	62	0	0	0
	point56	56	807	62	117	62	0	0	1	62	0	0	0
	point57	57											
Roadway4 ; 270 SB	PT1	25	3739	39	270	39	137	39	4	39	0	0	0
	PT2	26											
Roadway5 ; 270 SB	PT1	27	3807	39	275	39	139	39	4	39	0	0	0
	PT2	28	3807	39	275	39	139	39	4	39	0	0	0
	PT3	29	3807	39	275	39	139	39	4	39	0	0	0
	PT4	30	3807	39	275	39	139	39	4	39	0	0	0
	PT5	31											
Roadway6 ; SB ETL	PT1	32	1456	62	214	62	0	0	5	62	0	0	0
	PT2	33	1456	62	214	62	0	0	5	62	0	0	0
	PT3	34	1456	62	214	62	0	0	5	62	0	0	0
	PT4	35	1456	62	214	62	0	0	5	62	0	0	0
	PT5	36	1456	62	214	62	0	0	5	62	0	0	0
	PT6	37	1456	62	214	62	0	0	5	62	0	0	0

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		point58	58	1456	62	214	62	0	0	5	62	0	0
		point59	59										
Roadway7 ; SB ON RAMP		PT1	38	563	30	41	30	21	30	1	30	0	0
		PT2	39	563	30	41	30	21	30	1	30	0	0
		PT3	40	563	30	41	30	21	30	1	30	0	0
		PT4	41	563	30	41	30	21	30	1	30	0	0
		PT5	42	563	30	41	30	21	30	1	30	0	0
		PT6	43	563	30	41	30	21	30	1	30	0	0
		PT7	44	563	30	41	30	21	30	1	30	0	0
		PT8	45	563	30	41	30	21	30	1	30	0	0
		PT9	46										
Rd 8; NB 270		point47	47	1603	58	114	58	59	58	2	58	0	0
		point48	48	1603	58	114	58	59	58	2	58	0	0
		point49	49	1603	58	114	58	59	58	2	58	0	0
		point50	50	1603	58	114	58	59	58	2	58	0	0
		point51	51	1603	58	114	58	59	58	2	58	0	0
		point52	52	1603	58	114	58	59	58	2	58	0	0
		point53	53	1603	58	114	58	59	58	2	58	0	0
		point54	54	1603	58	114	58	59	58	2	58	0	0
		point55	55										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A18-20

Alternative 6 AM Receptors H-18 to H-20

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1	PT1	1	1392	56	110	56	98	56	0	0	0	0	0
	PT2	2	1392	56	110	56	98	56	0	0	0	0	0
	PT3	3	1392	56	110	56	98	56	0	0	0	0	0
	PT4	4	1392	56	110	56	98	56	0	0	0	0	0
	PT5	5	1392	56	110	56	98	56	0	0	0	0	0
	PT6	6	1392	56	110	56	98	56	0	0	0	0	0
	PT7	7											
Roadway2 ; NB 270	PT1	8	1327	56	105	56	93	56	0	0	0	0	0
	PT2	9	1327	56	105	56	93	56	0	0	0	0	0
	PT3	10	1327	56	105	56	93	56	0	0	0	0	0
	PT4	11	1327	56	105	56	93	56	0	0	0	0	0
	PT5	12	1327	56	105	56	93	56	0	0	0	0	0
	PT6	13	1327	56	105	56	93	56	0	0	0	0	0
	PT7	14	1327	56	105	56	93	56	0	0	0	0	0
	PT8	15	1327	56	105	56	93	56	0	0	0	0	0
	PT9	16	1327	56	105	56	93	56	0	0	0	0	0
	PT10	17	1327	56	105	56	93	56	0	0	0	0	0
	PT11	18	1327	56	105	56	93	56	0	0	0	0	0
	PT12	19	1327	56	105	56	93	56	0	0	0	0	0
	PT13	20											
Roadway3 ; NB 270	PT1	21	1752	58	132	58	116	58	0	0	0	0	0
	PT2	22	1752	58	132	58	116	58	0	0	0	0	0
	PT3	23	1752	58	132	58	116	58	0	0	0	0	0
	PT4	24	1752	58	132	58	116	58	0	0	0	0	0
	PT5	25	1752	58	132	58	116	58	0	0	0	0	0
	PT6	26	1752	58	132	58	116	58	0	0	0	0	0
	PT7	27	1752	58	132	58	116	58	0	0	0	0	0
	PT8	28	1752	58	132	58	116	58	0	0	0	0	0
	PT9	29	1752	58	132	58	116	58	0	0	0	0	0
	PT10	30	1752	58	132	58	116	58	0	0	0	0	0
	PT11	31	1752	58	132	58	116	58	0	0	0	0	0
	PT12	32	1752	58	132	58	116	58	0	0	0	0	0
	PT13	33	1752	58	132	58	116	58	0	0	0	0	0
	PT14	34	1752	58	132	58	116	58	0	0	0	0	0
	PT15	35	1752	58	132	58	116	58	0	0	0	0	0

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	PT16	36	1752	58	132	58	116	58	0	0	0	0
	PT17	37	1752	58	132	58	116	58	0	0	0	0
	PT18	38	1752	58	132	58	116	58	0	0	0	0
	PT19	39										
Roadway4 ; 270 NB	PT1	40	1752	58	132	58	116	58	0	0	0	0
	PT2	41	1752	58	132	58	116	58	0	0	0	0
	PT3	42	1752	58	132	58	116	58	0	0	0	0
	point318	318	1752	58	132	58	116	58	0	0	0	0
	PT4	43	1752	58	132	58	116	58	0	0	0	0
	PT5	44	1752	58	132	58	116	58	0	0	0	0
	PT6	45	1752	58	132	58	116	58	0	0	0	0
	PT7	46	1752	58	132	58	116	58	0	0	0	0
	PT8	47	1752	58	132	58	116	58	0	0	0	0
	PT9	48	1752	58	132	58	116	58	0	0	0	0
	PT10	49	1752	58	132	58	116	58	0	0	0	0
	PT11	50	1752	58	132	58	116	58	0	0	0	0
	PT12	51										
Roadway 5 ; 270 NB	PT1	52	1643	58	124	58	109	58	0	0	0	0
	PT2	53										
Roadway6 ; NB ETL	PT1	54	700	62	99	62	0	0	1	62	0	0
	PT2	55	700	62	99	62	0	0	1	62	0	0
	PT3	56	700	62	99	62	0	0	1	62	0	0
	PT4	57	700	62	99	62	0	0	1	62	0	0
	PT5	58	700	62	99	62	0	0	1	62	0	0
	PT6	59	700	62	99	62	0	0	1	62	0	0
	PT7	60	700	62	99	62	0	0	1	62	0	0
	PT8	61	700	62	99	62	0	0	1	62	0	0
	PT9	62										
Roadway7 ; NB ETL	PT1	63	700	62	99	62	0	0	1	62	0	0
	PT2	64	700	62	99	62	0	0	1	62	0	0
	PT3	65										
Roadway8 ; NB ETL	PT1	66	700	62	99	62	0	0	1	62	0	0
	PT2	67	700	62	99	62	0	0	1	62	0	0
	PT3	68	700	62	99	62	0	0	1	62	0	0
	PT4	69	700	62	99	62	0	0	1	62	0	0
	PT5	70	700	62	99	62	0	0	1	62	0	0
	PT6	71	700	62	99	62	0	0	1	62	0	0
	PT7	72	700	62	99	62	0	0	1	62	0	0
	PT8	73	700	62	99	62	0	0	1	62	0	0
	PT9	74	700	62	99	62	0	0	1	62	0	0
	PT10	75	700	62	99	62	0	0	1	62	0	0
	PT11	76	700	62	99	62	0	0	1	62	0	0
	PT12	77	700	62	99	62	0	0	1	62	0	0
	PT13	78	700	62	99	62	0	0	1	62	0	0
	PT14	79	700	62	99	62	0	0	1	62	0	0
	PT15	80	700	62	99	62	0	0	1	62	0	0
	PT16	81	700	62	99	62	0	0	1	62	0	0
	PT17	82	700	62	99	62	0	0	1	62	0	0
	PT18	83	700	62	99	62	0	0	1	62	0	0

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	PT19	84											
Roadway9 ; NB ETL	PT1	85	700	62	99	62	0	0	1	62	0	0	
	PT2	86	700	62	99	62	0	0	1	62	0	0	
	PT3	87	700	62	99	62	0	0	1	62	0	0	
	PT4	88	700	62	99	62	0	0	1	62	0	0	
	PT5	89	700	62	99	62	0	0	1	62	0	0	
	PT6	90	700	62	99	62	0	0	1	62	0	0	
	PT7	91	700	62	99	62	0	0	1	62	0	0	
	PT8	92	700	62	99	62	0	0	1	62	0	0	
	PT9	93	700	62	99	62	0	0	1	62	0	0	
	PT10	94	700	62	99	62	0	0	1	62	0	0	
	PT11	95											
Roadway10 ; NB ETL	PT1	96	700	62	99	62	0	0	1	62	0	0	
	PT2	97	700	62	99	62	0	0	1	62	0	0	
	point316	316	700	62	99	62	0	0	1	62	0	0	
	PT3	98	700	62	99	62	0	0	1	62	0	0	
	PT4	99	700	62	99	62	0	0	1	62	0	0	
	PT5	100	700	62	99	62	0	0	1	62	0	0	
	PT6	101	700	62	99	62	0	0	1	62	0	0	
	PT7	102	700	62	99	62	0	0	1	62	0	0	
	PT8	103	700	62	99	62	0	0	1	62	0	0	
	PT9	104	700	62	99	62	0	0	1	62	0	0	
	PT10	105	700	62	99	62	0	0	1	62	0	0	
	PT11	106											
Roadway11 ; NB ETL	PT1	107	700	62	99	62	0	0	1	62	0	0	
	PT2	108											
Roadway12 ; SB ETL	PT1	109	1024	62	146	62	0	0	5	62	0	0	
	PT2	110	1024	62	146	62	0	0	5	62	0	0	
	PT3	111	1024	62	146	62	0	0	5	62	0	0	
	PT4	112	1024	62	146	62	0	0	5	62	0	0	
	PT5	113	1024	62	146	62	0	0	5	62	0	0	
	PT6	114	1024	62	146	62	0	0	5	62	0	0	
	PT7	115	1024	62	146	62	0	0	5	62	0	0	
	PT8	116	1024	62	146	62	0	0	5	62	0	0	
	PT9	117	1024	62	146	62	0	0	5	62	0	0	
	PT10	118	1024	62	146	62	0	0	5	62	0	0	
	point317	317	1024	62	146	62	0	0	5	62	0	0	
	PT11	119											
Roadway13 ; SB ETL	PT1	120	1024	62	146	62	0	0	5	62	0	0	
	PT2	121	1024	62	146	62	0	0	5	62	0	0	
	PT3	122	1024	62	146	62	0	0	5	62	0	0	
	PT4	123	1024	62	146	62	0	0	5	62	0	0	
	PT5	124	1024	62	146	62	0	0	5	62	0	0	
	PT6	125	1024	62	146	62	0	0	5	62	0	0	
	PT7	126	1024	62	146	62	0	0	5	62	0	0	
	PT8	127	1024	62	146	62	0	0	5	62	0	0	
	PT9	128	1024	62	146	62	0	0	5	62	0	0	
	PT10	129	1024	62	146	62	0	0	5	62	0	0	
	PT11	130	1024	62	146	62	0	0	5	62	0	0	

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	PT12	131	1024	62	146	62	0	0	5	62	0	0
	PT13	132	1024	62	146	62	0	0	5	62	0	0
	PT14	133	1024	62	146	62	0	0	5	62	0	0
	PT15	134	1024	62	146	62	0	0	5	62	0	0
	PT16	135	1024	62	146	62	0	0	5	62	0	0
	PT17	136	1024	62	146	62	0	0	5	62	0	0
	PT18	137										
Roadway14 ; SB ETL	PT1	139	1024	62	146	62	0	0	5	62	0	0
	PT2	140	1024	62	146	62	0	0	5	62	0	0
	PT3	141	1024	62	146	62	0	0	5	62	0	0
	PT4	142	1024	62	146	62	0	0	5	62	0	0
	PT5	143	1024	62	146	62	0	0	5	62	0	0
	PT6	144	1024	62	146	62	0	0	5	62	0	0
	PT7	145	1024	62	146	62	0	0	5	62	0	0
	PT8	146	1024	62	146	62	0	0	5	62	0	0
	PT9	147	1024	62	146	62	0	0	5	62	0	0
	PT10	148	1024	62	146	62	0	0	5	62	0	0
	PT11	149	1024	62	146	62	0	0	5	62	0	0
	PT12	150	1024	62	146	62	0	0	5	62	0	0
	PT13	151	1024	62	146	62	0	0	5	62	0	0
	PT14	152										
Roadway15 ; SB ETL	PT1	153	1024	62	146	62	0	0	5	62	0	0
	PT2	154	1024	62	146	62	0	0	5	62	0	0
	PT3	155	1024	62	146	62	0	0	5	62	0	0
	PT4	156	1024	62	146	62	0	0	5	62	0	0
	PT5	157	1024	62	146	62	0	0	5	62	0	0
	PT6	158	1024	62	146	62	0	0	5	62	0	0
	PT7	159	1024	62	146	62	0	0	5	62	0	0
	PT8	160	1024	62	146	62	0	0	5	62	0	0
	PT9	161	1024	62	146	62	0	0	5	62	0	0
	PT10	162	1024	62	146	62	0	0	5	62	0	0
	PT11	163										
Roadway16 ; SB 270	PT1	164	4178	35	315	35	277	35	5	35	0	0
	PT2	165	4178	35	315	35	277	35	5	35	0	0
	PT3	166	4178	35	315	35	277	35	5	35	0	0
	PT4	167	4178	35	315	35	277	35	5	35	0	0
	PT5	168	4178	35	315	35	277	35	5	35	0	0
	PT6	169	4178	35	315	35	277	35	5	35	0	0
	PT7	170	4178	35	315	35	277	35	5	35	0	0
	PT8	171	4178	35	315	35	277	35	5	35	0	0
	PT9	172	4178	35	315	35	277	35	5	35	0	0
	PT10	173	4178	35	315	35	277	35	5	35	0	0
	point319	320	4178	35	315	35	277	35	5	35	0	0
	PT11	174										
Roadway17 ; SB 270	PT1	175	4178	35	315	35	277	35	5	35	0	0
	PT2	176	4178	35	315	35	277	35	5	35	0	0
	PT3	177	4178	35	315	35	277	35	5	35	0	0
	PT4	178	4178	35	315	35	277	35	5	35	0	0
	PT5	179	4178	35	315	35	277	35	5	35	0	0

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	PT6	180	4178	35	315	35	277	35	5	35	0	0
	PT7	181	4178	35	315	35	277	35	5	35	0	0
	PT8	182	4178	35	315	35	277	35	5	35	0	0
	PT9	183	4178	35	315	35	277	35	5	35	0	0
	PT10	184	4178	35	315	35	277	35	5	35	0	0
	PT11	185	4178	35	315	35	277	35	5	35	0	0
	PT12	186	4178	35	315	35	277	35	5	35	0	0
	PT13	187	4178	35	315	35	277	35	5	35	0	0
	PT14	188	4178	35	315	35	277	35	5	35	0	0
	PT15	189	4178	35	315	35	277	35	5	35	0	0
	PT16	190	4178	35	315	35	277	35	5	35	0	0
	PT17	191	4178	35	315	35	277	35	5	35	0	0
	PT18	192										
Roadway18 ; SB 270 To Off to Mott Rd	PT1	193	4178	35	315	35	277	35	5	35	0	0
	PT2	194	4178	35	315	35	277	35	5	35	0	0
	PT3	195										
Roadway19 ; SB 270 Bet Off & On	PT1	196	3566	35	269	35	236	35	4	35	0	0
	PT2	197	3566	35	269	35	236	35	4	35	0	0
	PT3	198	3566	35	269	35	236	35	4	35	0	0
	PT4	199	3566	35	269	35	236	35	4	35	0	0
	PT5	200	3566	35	269	35	236	35	4	35	0	0
	PT6	201	3566	35	269	35	236	35	4	35	0	0
	PT7	202	3566	35	269	35	236	35	4	35	0	0
	PT8	203	3566	35	269	35	236	35	4	35	0	0
	PT9	204	3566	35	269	35	236	35	4	35	0	0
	PT10	205	3566	35	269	35	236	35	4	35	0	0
	PT11	206										
Roadway21 ; NB OFF RAMP	PT1	219	65	30	5	30	5	30	0	0	0	0
	PT2	220	65	30	5	30	5	30	0	0	0	0
	PT3	221	65	30	5	30	5	30	0	0	0	0
	PT4	222	65	30	5	30	5	30	0	0	0	0
	PT5	223	65	30	5	30	5	30	0	0	0	0
	PT6	224	65	30	5	30	5	30	0	0	0	0
	PT7	225	65	30	5	30	5	30	0	0	0	0
	PT8	226	65	30	5	30	5	30	0	0	0	0
	PT9	227	65	30	5	30	5	30	0	0	0	0
	PT10	228	65	30	5	30	5	30	0	0	0	0
	PT11	229										
Roadway22 ; NB ON RAMP	PT1	230	413	30	33	30	29	30	0	0	0	0
	PT2	231	413	30	33	30	29	30	0	0	0	0
	PT3	232	413	30	33	30	29	30	0	0	0	0
	PT4	233	413	30	33	30	29	30	0	0	0	0
	PT5	234	413	30	33	30	29	30	0	0	0	0
	PT6	235	413	30	33	30	29	30	0	0	0	0
	PT7	236	413	30	33	30	29	30	0	0	0	0
	PT8	237	413	30	33	30	29	30	0	0	0	0
	PT9	238	413	30	33	30	29	30	0	0	0	0
	PT10	239										
Roadway23 ; SB OFF RAMP	PT1	240	613	30	46	30	41	30	1	30	0	0

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	PT2	241	613	30	46	30	41	30	1	30	0	0
	PT3	242	613	30	46	30	41	30	1	30	0	0
	PT4	243	613	30	46	30	41	30	1	30	0	0
	PT5	244	613	30	46	30	41	30	1	30	0	0
	PT6	245	613	30	46	30	41	30	1	30	0	0
	PT7	246	613	30	46	30	41	30	1	30	0	0
	PT8	247	613	30	46	30	41	30	1	30	0	0
	PT9	248	613	30	46	30	41	30	1	30	0	0
	PT10	249	613	30	46	30	41	30	1	30	0	0
	PT11	250	613	30	46	30	41	30	1	30	0	0
	PT12	251	613	30	46	30	41	30	1	30	0	0
	PT13	252	613	30	46	30	41	30	1	30	0	0
	PT14	253	613	30	46	30	41	30	1	30	0	0
	PT15	254	613	30	46	30	41	30	1	30	0	0
	PT16	255	613	30	46	30	41	30	1	30	0	0
	PT17	256	613	30	46	30	41	30	1	30	0	0
	PT18	257	613	30	46	30	41	30	1	30	0	0
	PT19	258										
Roadway24 ; SB OFF RAMP	PT1	259	613	30	46	30	41	30	1	30	0	0
	PT2	260	613	30	46	30	41	30	1	30	0	0
	PT3	261										
Roadway25 ; SB ON RAMP	PT1	262	65	30	5	30	5	30	0	0	0	0
	PT2	263	65	30	5	30	5	30	0	0	0	0
	PT3	264	65	30	5	30	5	30	0	0	0	0
	PT4	265	65	30	5	30	5	30	0	0	0	0
	PT5	266	65	30	5	30	5	30	0	0	0	0
	PT6	267	65	30	5	30	5	30	0	0	0	0
	PT7	268	65	30	5	30	5	30	0	0	0	0
	PT8	269	65	30	5	30	5	30	0	0	0	0
	PT9	270	65	30	5	30	5	30	0	0	0	0
	PT10	271	65	30	5	30	5	30	0	0	0	0
	PT11	272	65	30	5	30	5	30	0	0	0	0
	PT12	273	65	30	5	30	5	30	0	0	0	0
	PT13	274	65	30	5	30	5	30	0	0	0	0
	PT14	275	65	30	5	30	5	30	0	0	0	0
	PT15	276	65	30	5	30	5	30	0	0	0	0
	PT16	277	65	30	5	30	5	30	0	0	0	0
	PT17	278										
Roadway26 ; RTE 75 EXT (Bridge)	PT1	279	718	30	30	30	26	30	0	0	0	0
	PT2	280										
Roadway27 ; RTE 75 EXT	PT1	281	718	30	30	30	26	30	0	0	0	0
	PT2	282										
Roadway28 ; RTE 75 EXT	PT1	283	718	30	30	30	26	30	0	0	0	0
	PT2	284										
Rd 29; NB 270 (2 Lanes)	point286	286	1392	56	110	56	98	56	0	0	0	0
	point287	287										
Rd 30; NB 270 from On Ramp	point288	288	1752	58	132	58	116	58	0	0	0	0
	point289	289	1752	58	132	58	116	58	0	0	0	0
	point290	290										

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Rd 31; NB off to MD 80	point291	291	110	30	8	30	7	30	0	0	0	0
	point292	292	110	30	8	30	7	30	0	0	0	0
	point293	293										
Rd 32; SB 270 to On from MD 80	point294	294	4091	35	309	35	271	35	5	35	0	0
	point295	295	4091	35	309	35	271	35	5	35	0	0
	point296	296										
Rd 33; SB On Ramp fr MD 80	point297	297	88	30	7	30	6	30	0	0	0	0
	point298	298	88	30	7	30	6	30	0	0	0	0
	point299	299										
Rd 34; SB 270 Fr On Ramp fr MD 80	point300	300	4178	35	315	35	277	35	5	35	0	0
	point301	301										
Rd 35; SB 270 fr On Fr Mott Rd	point302	302	3606	20	286	20	253	20	4	20	0	0
	point303	303	3606	20	286	20	253	20	4	20	0	0
	point304	304	3606	20	286	20	253	20	4	20	0	0
	point305	305	3606	20	286	20	253	20	4	20	0	0
	point306	306	3606	20	286	20	253	20	4	20	0	0
	point307	307	3606	20	286	20	253	20	4	20	0	0
	point308	308	3606	20	286	20	253	20	4	20	0	0
	point309	309	3606	20	286	20	253	20	4	20	0	0
	point310	310										
Rd 36; SB 270	point311	311	3606	20	286	20	253	20	4	20	0	0
	point312	312	3606	20	286	20	253	20	4	20	0	0
	point313	313	3606	20	286	20	253	20	4	20	0	0
	point314	314	3606	20	286	20	253	20	4	20	0	0
	point315	315										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A21-24

Alternative 6 AM Receptors H-21 to H-24

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; NB OFF RAMP	PT1	14	131	30		10	30	9	30	0	0	0	0
	PT2	15	131	30		10	30	9	30	0	0	0	0
	PT3	16	131	30		10	30	9	30	0	0	0	0
	PT4	17	131	30		10	30	9	30	0	0	0	0
	PT5	18	131	30		10	30	9	30	0	0	0	0
	PT6	19	131	30		10	30	9	30	0	0	0	0
	PT7	20	131	30		10	30	9	30	0	0	0	0
	PT8	21	131	30		10	30	9	30	0	0	0	0
	PT9	22											
Roadway4 NB OFF RAMP TO 80 EB	PT1	23	110	30		8	30	7	30	0	0	0	0
	PT2	24											
Roadway5 SB OFF RAMP TO 80 WB	PT1	32	22	30		2	30	1	30	0	0	0	0
	PT2	33	22	30		2	30	1	30	0	0	0	0
	PT3	34	22	30		2	30	1	30	0	0	0	0
	PT4	35											
Roadway6 ; MD 80	PT1	36	2753	40		57	40	34	40	6	40	0	0
	PT2	37	2753	40		57	40	34	40	6	40	0	0
	PT3	38											
Roadway7 ; MD 80	PT1	39	2149	40		45	40	27	40	4	40	0	0
	PT2	40											
Roadway8 ; MD 80	PT1	41	2149	40		45	40	27	40	4	40	0	0
	PT2	42											
Roadway9 ; MD 80	PT1	43	2149	40		45	40	27	40	4	40	0	0
	PT2	44											
Roadway10 ; MD 80	PT1	45	652	40		14	40	8	40	1	40	0	0
	PT2	46											
Roadway11 ; MD 80	PT1	47	2149	40		45	40	27	40	4	40	0	0
	PT2	48											
Roadway12 ; MD 80	PT1	49	2149	40		45	40	27	40	4	40	0	0
	PT2	50											
Roadway13 ; MD 80	PT1	51	2149	40		45	40	27	40	4	40	0	0
	PT2	52											
Roadway14 ; NB ON RAMP	PT1	53	604	30		13	30	8	30	1	30	0	0
	PT2	54	604	30		13	30	8	30	1	30	0	0
	PT3	55	604	30		13	30	8	30	1	30	0	0

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	PT4	56											
Roadway15 ; NB ON RAMP	PT1	57	0	0	0	0	0	0	0	0	0	0	0
	PT2	58											
Roadway16 ; MD 80	PT1	59	0	0	0	0	0	0	0	0	0	0	0
	PT2	60	0	0	0	0	0	0	0	0	0	0	0
	PT3	61	0	0	0	0	0	0	0	0	0	0	0
	PT4	62	0	0	0	0	0	0	0	0	0	0	0
	PT5	63	0	0	0	0	0	0	0	0	0	0	0
	PT6	64	0	0	0	0	0	0	0	0	0	0	0
	PT7	65	0	0	0	0	0	0	0	0	0	0	0
	PT8	66	0	0	0	0	0	0	0	0	0	0	0
	PT9	67											
Roadway24 ; NB ON RAMP	PT1	102	604	30	13	30	8	30	1	30	0	0	0
	PT2	103	604	30	13	30	8	30	1	30	0	0	0
	PT3	104	604	30	13	30	8	30	1	30	0	0	0
	PT4	105	604	30	13	30	8	30	1	30	0	0	0
	PT5	106	604	30	13	30	8	30	1	30	0	0	0
	PT6	107	604	30	13	30	8	30	1	30	0	0	0
	PT7	108	604	30	13	30	8	30	1	30	0	0	0
	PT8	109	604	30	13	30	8	30	1	30	0	0	0
	PT9	110	604	30	13	30	8	30	1	30	0	0	0
	PT10	111	604	30	13	30	8	30	1	30	0	0	0
	PT11	112											
Rd 32; NB 270 to Off to MD 80	point163	163	1533	58	116	58	102	58	0	0	0	0	0
	point164	164	1533	58	116	58	102	58	0	0	0	0	0
	point165	165	1533	58	116	58	102	58	0	0	0	0	0
	point166	166	1533	58	116	58	102	58	0	0	0	0	0
	point167	167											
Rd 33; NB 270 to On from MD 80	point168	168	1402	58	106	58	93	58	0	0	0	0	0
	point169	169	1402	58	106	58	93	58	0	0	0	0	0
	point170	170	1402	58	106	58	93	58	0	0	0	0	0
	point171	171	1402	58	106	58	93	58	0	0	0	0	0
	point172	172	1402	58	106	58	93	58	0	0	0	0	0
	point173	173	1402	58	106	58	93	58	0	0	0	0	0
	point174	174	1402	58	106	58	93	58	0	0	0	0	0
	point175	175	1402	58	106	58	93	58	0	0	0	0	0
	point176	176	1402	58	106	58	93	58	0	0	0	0	0
	point177	177											
Rd 34; NB OFF RAMP	point178	178	131	30	10	30	9	30	0	0	0	0	0
	point179	179	131	30	10	30	9	30	0	0	0	0	0
	point180	180	131	30	10	30	9	30	0	0	0	0	0
	point181	181	131	30	10	30	9	30	0	0	0	0	0
	point182	182	131	30	10	30	9	30	0	0	0	0	0
	point183	183	131	30	10	30	9	30	0	0	0	0	0
	point184	184	131	30	10	30	9	30	0	0	0	0	0
	point185	185	131	30	10	30	9	30	0	0	0	0	0
	point186	186	131	30	10	30	9	30	0	0	0	0	0
	point187	187											
Rd 35; NB 270 fr MD 80 on ramp	point188	188	1974	60	145	60	107	60	2	60	0	0	0

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	point189	189	1974	60	145	60	107	60	2	60	0	0
	point190	190										
Rd 36; NB 270	point191	191	1974	60	145	60	107	60	2	60	0	0
	point192	192	1974	60	145	60	107	60	2	60	0	0
	point193	193	1974	60	145	60	107	60	2	60	0	0
	point194	194	1974	60	145	60	107	60	2	60	0	0
	point195	195	1974	60	145	60	107	60	2	60	0	0
	point196	196	1974	60	145	60	107	60	2	60	0	0
	point197	197	1974	60	145	60	107	60	2	60	0	0
	point198	198	1974	60	145	60	107	60	2	60	0	0
	point199	199	1974	60	145	60	107	60	2	60	0	0
	point200	200	1974	60	145	60	107	60	2	60	0	0
	point201	201										
Rd 37; NB ETL	point202	202	930	62	118	62	0	0	2	62	0	0
	point203	203	930	62	118	62	0	0	2	62	0	0
	point204	204	930	62	118	62	0	0	2	62	0	0
	point205	205	930	62	118	62	0	0	2	62	0	0
	point206	206	930	62	118	62	0	0	2	62	0	0
	point207	207	930	62	118	62	0	0	2	62	0	0
	point208	208	930	62	118	62	0	0	2	62	0	0
	point209	209	930	62	118	62	0	0	2	62	0	0
	point210	210	930	62	118	62	0	0	2	62	0	0
	point211	211	930	62	118	62	0	0	2	62	0	0
	point212	212	930	62	118	62	0	0	2	62	0	0
	point213	213	930	62	118	62	0	0	2	62	0	0
	point214	214	930	62	118	62	0	0	2	62	0	0
	point215	215	930	62	118	62	0	0	2	62	0	0
	point216	216	930	62	118	62	0	0	2	62	0	0
	point217	217	930	62	118	62	0	0	2	62	0	0
	point218	218	930	62	118	62	0	0	2	62	0	0
	point219	219	930	62	118	62	0	0	2	62	0	0
	point220	220										
Rd 38; NB ETL	point221	221	930	62	118	62	0	0	2	62	0	0
	point222	222	930	62	118	62	0	0	2	62	0	0
	point223	223	930	62	118	62	0	0	2	62	0	0
	point224	224	930	62	118	62	0	0	2	62	0	0
	point225	225	930	62	118	62	0	0	2	62	0	0
	point226	226	930	62	118	62	0	0	2	62	0	0
	point227	227	930	62	118	62	0	0	2	62	0	0
	point228	228	930	62	118	62	0	0	2	62	0	0
	point229	229	930	62	118	62	0	0	2	62	0	0
	point230	230	930	62	118	62	0	0	2	62	0	0
	point231	231	930	62	118	62	0	0	2	62	0	0
	point232	232	930	62	118	62	0	0	2	62	0	0
	point233	233	930	62	118	62	0	0	2	62	0	0
	point234	234										
Rd 39; SB ETL	point235	235	1587	62	207	62	0	0	6	62	0	0
	point236	236	1587	62	207	62	0	0	6	62	0	0
	point237	237	1587	62	207	62	0	0	6	62	0	0

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	point238	238	1587	62	207	62	0	0	6	62	0	0
	point239	239	1587	62	207	62	0	0	6	62	0	0
	point240	240	1587	62	207	62	0	0	6	62	0	0
	point241	241	1587	62	207	62	0	0	6	62	0	0
	point242	242	1587	62	207	62	0	0	6	62	0	0
	point243	243	1587	62	207	62	0	0	6	62	0	0
	point244	244	1587	62	207	62	0	0	6	62	0	0
	point245	245	1587	62	207	62	0	0	6	62	0	0
	point246	246	1587	62	207	62	0	0	6	62	0	0
	point247	247	1587	62	207	62	0	0	6	62	0	0
	point248	248	1587	62	207	62	0	0	6	62	0	0
	point249	249	1587	62	207	62	0	0	6	62	0	0
	point250	250	1587	62	207	62	0	0	6	62	0	0
	point251	251	1587	62	207	62	0	0	6	62	0	0
	point252	252	1587	62	207	62	0	0	6	62	0	0
	point253	253										
Rd 41; SB 270 2Lanes	point263	263	5061	35	378	35	275	35	6	35	0	0
	point264	264	5061	35	378	35	275	35	6	35	0	0
	point265	265	5061	35	378	35	275	35	6	35	0	0
	point266	266	5061	35	378	35	275	35	6	35	0	0
	point267	267	5061	35	378	35	275	35	6	35	0	0
	point268	268	5061	35	378	35	275	35	6	35	0	0
	point269	269	5061	35	378	35	275	35	6	35	0	0
	point270	270	5061	35	378	35	275	35	6	35	0	0
	point271	271	5061	35	378	35	275	35	6	35	0	0
	point272	272	5061	35	378	35	275	35	6	35	0	0
	point273	273	5061	35	378	35	275	35	6	35	0	0
	point274	274	5061	35	378	35	275	35	6	35	0	0
	point275	275										
Rd 42; SB 270 3 Lanes	point276	276	5061	35	378	35	275	35	6	35	0	0
	point277	277										
Rd 43; SB 270 Ramp to Ramp	point278	278	4354	35	325	35	236	35	5	35	0	0
	point279	279	4354	35	325	35	236	35	5	35	0	0
	point280	280	4354	35	325	35	236	35	5	35	0	0
	point281	281	4354	35	325	35	236	35	5	35	0	0
	point282	282	4354	35	325	35	236	35	5	35	0	0
	point283	283										
Rd 44;SB 270	point284	284	3329	58	251	58	220	58	0	0	0	0
	point285	285	3329	58	251	58	220	58	0	0	0	0
	point286	286	3329	58	251	58	220	58	0	0	0	0
	point287	287	3329	58	251	58	220	58	0	0	0	0
	point288	288	3329	58	251	58	220	58	0	0	0	0
	point289	289	3329	58	251	58	220	58	0	0	0	0
	point290	290										
Rd 45; SB off to MD 80	point291	291	707	30	53	30	38	30	1	30	0	0
	point292	292	707	30	53	30	38	30	1	30	0	0
	point293	293	707	30	53	30	38	30	1	30	0	0
	point294	294	707	30	53	30	38	30	1	30	0	0
	point295	295	707	30	53	30	38	30	1	30	0	0

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	point296	296	707	30	53	30	38	30	1	30	0	0
	point297	297	707	30	53	30	38	30	1	30	0	0
	point298	298	707	30	53	30	38	30	1	30	0	0
	point299	299	707	30	53	30	38	30	1	30	0	0
	point300	300										
Rd 46; SB Off to Eastbound MD 80	point301	301	995	30	74	30	54	30	1	30	0	0
	point302	302	995	30	74	30	54	30	1	30	0	0
	point303	303	995	30	74	30	54	30	1	30	0	0
	point304	304	995	30	74	30	54	30	1	30	0	0
	point305	305	995	30	74	30	54	30	1	30	0	0
	point306	306	995	30	74	30	54	30	1	30	0	0
	point307	307	995	30	74	30	54	30	1	30	0	0
	point308	308	995	30	74	30	54	30	1	30	0	0
	point309	309										
; SB ETL	point328	328	0	0	0	0	0	0	0	0	0	0
	point329	329										
Roadway50	point330	330	1587	62	207	62	0	0	6	62	0	0
	point255	331	1587	62	207	62	0	0	6	62	0	0
	point256	332	1587	62	207	62	0	0	6	62	0	0
	point257	333	1587	62	207	62	0	0	6	62	0	0
	point258	334	1587	62	207	62	0	0	6	62	0	0
	point259	335	1587	62	207	62	0	0	6	62	0	0
	point260	336	1587	62	207	62	0	0	6	62	0	0
	point261	337	1587	62	207	62	0	0	6	62	0	0
	point262	338										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A25-27 **Alternative 6 AM Receptors H-25 to H-27**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; BAKER VALLEY RD	PT1	1	545	30		20	30	10	30	0		0	0
	PT2	2	545	30		20	30	10	30	0		0	0
	PT3	3	545	30		20	30	10	30	0		0	0
	PT4	4											
Roadway7 ; SB ETL	PT1	31	1587	62		207	62	0	0	6		62	0
	PT2	32	1587	62		207	62	0	0	6		62	0
	PT3	33	1587	62		207	62	0	0	6		62	0
	PT4	34	1587	62		207	62	0	0	6		62	0
	PT5	35	1587	62		207	62	0	0	6		62	0
	PT6	36	1587	62		207	62	0	0	6		62	0
	PT7	37											
Roadway9 ; NB 270 (Bridge)	PT1	59	3082	60		226	60	167	60	3		60	0
	PT2	60											
Roadway10 ; NB 270	PT1	61	3082	60		226	60	167	60	3		60	0
	PT2	62	3082	60		226	60	167	60	3		60	0
	PT3	63	3082	60		226	60	167	60	3		60	0
	PT4	64											
Roadway11 ; SB 270 4 Lanes	PT1	65	6652	35		497	35	361	35	8		35	0
	PT2	66	6652	35		497	35	361	35	8		35	0
	PT3	67	6652	35		497	35	361	35	8		35	0
	PT4	68											
Roadway12 ; SB 270 (Bridge)	PT1	69	6652	56		497	56	361	56	8		56	0
	PT2	70											
Roadway13 ; SB 270	PT1	71	6652	35		497	35	361	35	8		35	0
	PT2	72	6652	35		497	35	361	35	8		35	0
	PT3	73	6652	35		497	35	361	35	8		35	0
	PT4	74	6652	35		497	35	361	35	8		35	0
	PT5	75	6652	35		497	35	361	35	8		35	0
	PT6	76	6652	35		497	35	361	35	8		35	0
	PT7	77	6652	35		497	35	361	35	8		35	0
	PT8	78	6652	35		497	35	361	35	8		35	0
	PT9	79											
Rd 14; NB 270 2 Lanes	point84	84	2151	60		158	60	116	60	2		60	0
	point85	85	2151	60		158	60	116	60	2		60	0
	point86	86	2151	60		158	60	116	60	2		60	0

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	point87	87	2151	60	158	60	116	60	2	60	0	0
	point88	88										
Rd 15; NB 270 3 Lanes	point89	89	2151	60	158	60	116	60	2	60	0	0
	point90	90										
Rd 16;NB 270 4 Lanes	point91	91	3082	60	226	60	167	60	3	60	0	0
	point92	92	3082	60	226	60	167	60	3	60	0	0
	point93	93	3082	60	226	60	167	60	3	60	0	0
	point94	94	3082	60	226	60	167	60	3	60	0	0
	point95	95	3082	60	226	60	167	60	3	60	0	0
	point96	96	3082	60	226	60	167	60	3	60	0	0
	point97	97	3082	60	226	60	167	60	3	60	0	0
	point98	98	3082	60	226	60	167	60	3	60	0	0
	point99	99										
Rd 17; NB ETL	point100	100	930	62	118	62	0	0	2	62	0	0
	point101	101	930	62	118	62	0	0	2	62	0	0
	point102	102	930	62	118	62	0	0	2	62	0	0
	point103	103	930	62	118	62	0	0	2	62	0	0
	point104	104	930	62	118	62	0	0	2	62	0	0
	point105	105	930	62	118	62	0	0	2	62	0	0
	point106	106	930	62	118	62	0	0	2	62	0	0
	point107	107										
Rd 18; SB 270 3 Lanes	point108	108	5061	35	378	35	275	35	6	35	0	0
	point109	109										
Rd 19; SB 270 2 Lanes	point110	110	5061	35	378	35	275	35	6	35	0	0
	point111	111	5061	35	378	35	275	35	6	35	0	0
	point112	112	5061	35	378	35	275	35	6	35	0	0
	point113	113	5061	35	378	35	275	35	6	35	0	0
	point114	114										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_A28-30 **Alternative 6 AM receptors H-28 to H-30**

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; NB 270 4 lanes		PT1	9	3082	60	226	60	167	60	3	60	0	0
		PT2	10	3082	60	226	60	167	60	3	60	0	0
		PT3	11	3082	60	226	60	167	60	3	60	0	0
		PT4	12										
Roadway4 ; SB 270		PT1	13	6652	35	497	35	361	35	8	35	0	0
		PT2	14	6652	35	497	35	361	35	8	35	0	0
		PT3	15	6652	35	497	35	361	35	8	35	0	0
		PT4	16										
Rd 5; NB 270 5 Lanes		point17	17	3082	60	226	60	167	60	3	60	0	0
		point18	18										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A31-33 **Alternative 6 AM Receptors H-31 to H-33**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 70 WB	PT1	1	1527	55	259	55	188	55	0	0	0	0	0
	PT2	2	1527	55	259	55	188	55	0	0	0	0	0
	PT3	3											
Roadway2 ; NB ON RAMP	PT1	4	580	30	98	30	71	30	0	0	0	0	0
	PT2	5	580	30	98	30	71	30	0	0	0	0	0
	PT3	6	580	30	98	30	71	30	0	0	0	0	0
	PT4	7	580	30	98	30	71	30	0	0	0	0	0
	PT5	8	580	30	98	30	71	30	0	0	0	0	0
	PT6	9	580	30	98	30	71	30	0	0	0	0	0
	PT7	10	580	30	98	30	71	30	0	0	0	0	0
	PT8	11	580	30	98	30	71	30	0	0	0	0	0
	PT9	12	580	30	98	30	71	30	0	0	0	0	0
	PT10	13											
Roadway3 ; 270 SB	PT1	14	2661	57	168	57	121	57	0	0	0	0	0
	PT2	15	2661	57	168	57	121	57	0	0	0	0	0
	PT3	16	2661	57	168	57	121	57	0	0	0	0	0
	PT4	17	2661	57	168	57	121	57	0	0	0	0	0
	PT5	18											
Roadway4 ; SB OFF TO 70 EB	PT1	19	1218	30	77	30	55	30	0	0	0	0	0
	PT2	20	1218	30	77	30	55	30	0	0	0	0	0
	PT3	21	1218	30	77	30	55	30	0	0	0	0	0
	PT4	22	1218	30	77	30	55	30	0	0	0	0	0
	PT5	23	1218	30	77	30	55	30	0	0	0	0	0
	PT6	24	1218	30	77	30	55	30	0	0	0	0	0
	PT7	25	1218	30	77	30	55	30	0	0	0	0	0
	PT8	26	1218	30	77	30	55	30	0	0	0	0	0
	PT9	27	1218	30	77	30	55	30	0	0	0	0	0
	PT10	28	1218	30	77	30	55	30	0	0	0	0	0
	PT11	29	1218	30	77	30	55	30	0	0	0	0	0
	PT12	30											
Roadway5 ; 70 EB	PT1	31	1930	55	304	55	221	55	0	0	0	0	0
	PT2	32	1930	55	304	55	221	55	0	0	0	0	0
	PT3	33											
Roadway6 ; 70 EB	PT1	34	2991	55	472	55	342	55	0	0	0	0	0
	PT2	35											

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Roadway7 ; NEW DESIGN RD	PT1	36	0	0	0	0	0	0	0	0	0	0
	PT2	37										
Roadway8 ; NEW DESIGN RD (Bridge)	PT1	38	0	0	0	0	0	0	0	0	0	0
	PT2	39										
Roadway9 ; NEW DESIGN RD	PT1	40	0	0	0	0	0	0	0	0	0	0
	PT2	41										
Roadway10 ; 70 EB (Bridge)	PT1	42	2991	55	472	55	342	55	0	0	0	0
	PT2	43										
Roadway11 ; OFF TO 70 E7W (Bridge)	PT1	44	1381	30	98	30	71	30	0	0	0	0
	PT2	45										
Roadway12 ; OFF TO 70 W	PT1	46	1381	30	98	30	71	30	0	0	0	0
	PT2	47	1381	30	98	30	71	30	0	0	0	0
	PT3	48	1381	30	98	30	71	30	0	0	0	0
	PT4	49	1381	30	98	30	71	30	0	0	0	0
	PT5	50	1381	30	98	30	71	30	0	0	0	0
	PT6	51	1381	30	98	30	71	30	0	0	0	0
	PT7	52										
Roadway13 ; OFF TO 70 W (Bridge)	PT1	53	1381	30	98	30	71	30	0	0	0	0
	PT2	54										
Roadway14 ; OFF TO 70 W	PT1	55	1381	30	98	30	71	30	0	0	0	0
	PT2	56	1381	30	98	30	71	30	0	0	0	0
	PT3	57	1381	30	98	30	71	30	0	0	0	0
	PT4	58	1381	30	98	30	71	30	0	0	0	0
	PT5	59										
Roadway15 ; OFF TO 70 W (OVER 270)	PT1	60	1381	30	98	30	71	30	0	0	0	0
	PT2	61										
Roadway16 ; 70 W (OVER 270)	PT1	62	1527	55	259	55	188	55	0	0	0	0
	PT2	63										
Roadway17 ; 70 W (OVER 270)	PT1	64	2725	55	462	55	335	55	0	0	0	0
	PT2	65										
Roadway18 70 WB	PT1	66	2725	55	462	55	335	55	0	0	0	0
	PT2	67	2725	55	462	55	335	55	0	0	0	0
	PT3	68										
Roadway19 ; 70 W (OVER SB OFF)	PT1	69	2725	55	462	55	335	55	0	0	0	0
	PT2	70										
Roadway20 ; 70 WB	PT1	71	2725	55	462	55	335	55	0	0	0	0
	PT2	72										
Roadway21 ; NB OFF TO E7W 70	PT1	73	2228	30	158	30	115	30	0	0	0	0
	PT2	74	2228	30	158	30	115	30	0	0	0	0
	PT3	75	2228	30	158	30	115	30	0	0	0	0
	PT4	76	2228	30	158	30	115	30	0	0	0	0
	PT5	77	2228	30	158	30	115	30	0	0	0	0
	PT6	78										
Roadway22 ; NB 270	PT1	79	1671	57	118	57	86	57	0	0	0	0
	PT2	80	1671	57	118	57	86	57	0	0	0	0
	PT3	81	1671	57	118	57	86	57	0	0	0	0
	PT4	82										
Roadway23 ; 270 NB	PT1	83	1671	57	118	57	86	57	0	0	0	0
	PT2	84	1671	57	118	57	86	57	0	0	0	0

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	PT3	85	1671	57	118	57	86	57	0	0	0	0
	PT4	86	1671	57	118	57	86	57	0	0	0	0
	PT5	87	1671	57	118	57	86	57	0	0	0	0
	PT6	88										
Roadway24 ; NB 270	PT1	89	2310	59	181	59	131	59	0	0	0	0
	PT2	90										
Roadway25 ; 270 SB	PT1	91	4871	57	308	57	221	57	0	0	0	0
	PT2	92	4871	57	308	57	221	57	0	0	0	0
	PT3	93	4871	57	308	57	221	57	0	0	0	0
	PT4	94										
Roadway26 ; SB ON FR 70 EB	PT1	95	962	30	72	30	52	30	0	0	0	0
	PT2	96	962	30	72	30	52	30	0	0	0	0
	PT3	97	962	30	72	30	52	30	0	0	0	0
	PT4	98	962	30	72	30	52	30	0	0	0	0
	PT5	99	962	30	72	30	52	30	0	0	0	0
	PT6	100	962	30	72	30	52	30	0	0	0	0
	PT7	101	962	30	72	30	52	30	0	0	0	0
	PT8	102	962	30	72	30	52	30	0	0	0	0
	PT9	103										
Roadway28 ; 270 SB	PT1	107	6874	60	512	60	372	60	0	0	0	0
	PT2	108	6874	60	512	60	372	60	0	0	0	0
	PT3	109	6874	60	512	60	372	60	0	0	0	0
	PT4	110										
Rd 31; SB 270 to on Fr 70	point119	119	2661	57	168	57	121	57	0	0	0	0
	point120	120										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A34-42 **Alternative 6 AM Receptors H-34 to H-42**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15/40 NB	PT1	1	1835	59		130	59	61	59	0	0	0	0
	PT2	2	1835	59		130	59	61	59	0	0	0	0
	PT3	3											
Roadway2 ; 15/40 NB fr On fr Jefferson	PT1	4	2197	59		155	59	73	59	0	0	0	0
	PT2	5	2197	59		155	59	73	59	0	0	0	0
	PT3	6	2197	59		155	59	73	59	0	0	0	0
	PT4	7	2197	59		155	59	73	59	0	0	0	0
	PT5	8	2197	59		155	59	73	59	0	0	0	0
	PT6	9	2197	59		155	59	73	59	0	0	0	0
	PT7	10	2197	59		155	59	73	59	0	0	0	0
	point236	236	2197	59		155	59	73	59	0	0	0	0
	point237	237	2197	59		155	59	73	59	0	0	0	0
	point238	238	2197	59		155	59	73	59	0	0	0	0
	point239	239											
Roadway3 ; 15/40 NB	PT1	11	4304	57		304	57	143	57	0	0	0	0
	PT2	12	4304	57		304	57	143	57	0	0	0	0
	PT3	13											
Roadway4 ; 15 NB	PT1	14	4960	57		350	57	164	57	0	0	0	0
	PT2	15											
Roadway5 ; 15 NB	PT1	16	3801	59		237	59	112	59	0	0	0	0
	PT2	17	3801	59		237	59	112	59	0	0	0	0
	PT3	18	3801	59		237	59	112	59	0	0	0	0
	PT4	19											
Roadway6 ; 15 NB	PT1	20	3260	59		204	59	111	59	0	0	0	0
	PT2	21	3260	59		204	59	111	59	0	0	0	0
	PT3	22	3260	59		204	59	111	59	0	0	0	0
	PT4	23											
Roadway7 ; 15 NB	PT1	24	3443	59		215	59	117	59	0	0	0	0
	PT2	25	3443	59		215	59	117	59	0	0	0	0
	PT3	26	3443	59		215	59	117	59	0	0	0	0
	PT4	27											
Roadway8 ; 15 SB	PT1	28	4509	59		287	59	153	59	0	0	0	0
	PT2	29	4509	59		287	59	153	59	0	0	0	0
	point245	245											
Roadway9 ; 15 SB	PT1	30	5571	59		340	59	158	59	6	59	0	0

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	PT2	31	5571	59	340	59	158	59	6	59	0	0
	PT3	32	5571	59	340	59	158	59	6	59	0	0
	PT4	33	5571	59	340	59	158	59	6	59	0	0
	PT5	34	5571	59	340	59	158	59	6	59	0	0
	PT6	35	5571	59	340	59	158	59	6	59	0	0
	PT7	36	5571	59	340	59	158	59	6	59	0	0
	PT8	37										
Roadway10 ; 15 SB	PT1	38	5112	59	312	59	145	59	6	59	0	0
	PT2	39										
Roadway11 ; 15 SB	PT1	40	5227	59	319	59	148	59	6	59	0	0
	PT2	41										
Roadway13 ; 15/40 SB	PT1	44	6489	57	515	57	239	57	0	0	0	0
	PT2	45	6489	57	515	57	239	57	0	0	0	0
	PT3	46	6489	57	515	57	239	57	0	0	0	0
	PT4	47	6489	57	515	57	239	57	0	0	0	0
	PT5	48	6489	57	515	57	239	57	0	0	0	0
	PT6	49	6489	57	515	57	239	57	0	0	0	0
	PT7	50										
Roadway14 ; 15/40 SB	PT1	51	4676	57	371	57	172	57	0	0	0	0
	PT2	52	4676	57	371	57	172	57	0	0	0	0
	PT3	53	4676	57	371	57	172	57	0	0	0	0
	PT4	54	4676	57	371	57	172	57	0	0	0	0
	PT5	55										
Roadway15 ; NB ON FR JEFF. ST	PT1	56	378	30	15	30	7	30	0	0	0	0
	PT2	57	378	30	15	30	7	30	0	0	0	0
	PT3	58	378	30	15	30	7	30	0	0	0	0
	PT4	59	378	30	15	30	7	30	0	0	0	0
	PT5	60	378	30	15	30	7	30	0	0	0	0
	PT6	61	378	30	15	30	7	30	0	0	0	0
	PT7	62	378	30	15	30	7	30	0	0	0	0
	PT8	63										
Roadway16 ; NB OFF TO BD 144 EB	PT1	64	453	30	32	30	15	30	0	0	0	0
	PT2	65	453	30	32	30	15	30	0	0	0	0
	PT3	66	453	30	32	30	15	30	0	0	0	0
	PT4	67	453	30	32	30	15	30	0	0	0	0
	PT5	68	453	30	32	30	15	30	0	0	0	0
	PT6	69	453	30	32	30	15	30	0	0	0	0
	PT7	70	453	30	32	30	15	30	0	0	0	0
	PT8	71	453	30	32	30	15	30	0	0	0	0
	PT9	72	453	30	32	30	15	30	0	0	0	0
	PT10	73	453	30	32	30	15	30	0	0	0	0
	PT11	74										
Roadway17 ; NB ON FR MD 144	PT1	75	671	30	36	30	17	30	1	30	0	0
	PT2	76	671	30	36	30	17	30	1	30	0	0
	PT3	77	671	30	36	30	17	30	1	30	0	0
	PT4	78	671	30	36	30	17	30	1	30	0	0
	PT5	79	671	30	36	30	17	30	1	30	0	0
	PT6	80	671	30	36	30	17	30	1	30	0	0
	PT7	81	671	30	36	30	17	30	1	30	0	0

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	PT8	82	671	30	36	30	17	30	1	30	0	0
	PT9	83	671	30	36	30	17	30	1	30	0	0
	PT10	84	671	30	36	30	17	30	1	30	0	0
	PT11	85	671	30	36	30	17	30	1	30	0	0
	PT12	86	671	30	36	30	17	30	1	30	0	0
	PT13	87										
Roadway18 ; NB OFF TO MD 144 WB	PT1	88	1214	30	76	30	36	30	0	0	0	0
	PT2	89	1214	30	76	30	36	30	0	0	0	0
	PT3	90	1214	30	76	30	36	30	0	0	0	0
	PT4	91	1214	30	76	30	36	30	0	0	0	0
	PT5	92	1214	30	76	30	36	30	0	0	0	0
	PT6	93	1214	30	76	30	36	30	0	0	0	0
	PT7	94	1214	30	76	30	36	30	0	0	0	0
	PT8	95	1214	30	76	30	36	30	0	0	0	0
	PT9	96	1214	30	76	30	36	30	0	0	0	0
	PT10	97	1214	30	76	30	36	30	0	0	0	0
	PT11	98										
Roadway19 ; NB ON FR MD 144 WB	PT1	99	189	30	7	30	3	30	1	30	0	0
	PT2	100	189	30	7	30	3	30	1	30	0	0
	PT3	101	189	30	7	30	3	30	1	30	0	0
	PT4	102	189	30	7	30	3	30	1	30	0	0
	PT5	103	189	30	7	30	3	30	1	30	0	0
	PT6	104	189	30	7	30	3	30	1	30	0	0
	PT7	105										
Roadway20 ; NB OFF TO ROSEMONT	PT1	106	710	30	44	30	21	30	0	0	0	0
	PT2	107	710	30	44	30	21	30	0	0	0	0
	PT3	108	710	30	44	30	21	30	0	0	0	0
	PT4	109	710	30	44	30	21	30	0	0	0	0
	PT5	110	710	30	44	30	21	30	0	0	0	0
	PT6	111	710	30	44	30	21	30	0	0	0	0
	PT7	112										
Roadway21 ; NB ON FR ROSEMONT	PT1	113	192	30	5	30	3	30	0	0	0	0
	PT2	114	192	30	5	30	3	30	0	0	0	0
	PT3	115	192	30	5	30	3	30	0	0	0	0
	PT4	116	192	30	5	30	3	30	0	0	0	0
	PT5	117	192	30	5	30	3	30	0	0	0	0
	PT6	118	192	30	5	30	3	30	0	0	0	0
	PT7	119										
Roadway22 ; 2ND STREET	PT1	120	0	0	0	0	0	0	0	0	0	0
	PT2	121	0	0	0	0	0	0	0	0	0	0
	PT3	122	0	0	0	0	0	0	0	0	0	0
	PT4	123										
Roadway23 ; SB OFF TO ROSEMONT	PT1	124	137	30	9	30	5	30	0	0	0	0
	PT2	125	137	30	9	30	5	30	0	0	0	0
	PT3	126	137	30	9	30	5	30	0	0	0	0
	PT4	127	137	30	9	30	5	30	0	0	0	0
	PT5	128	137	30	9	30	5	30	0	0	0	0
	PT6	129	137	30	9	30	5	30	0	0	0	0
	PT7	130	137	30	9	30	5	30	0	0	0	0

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	PT8	131											
Roadway24 ; SB ON FR ROSEMONT	PT1	132	1060	30	42	30	23	30	1	30	0	0	
	PT2	133	1060	30	42	30	23	30	1	30	0	0	
	PT3	134	1060	30	42	30	23	30	1	30	0	0	
	PT4	135	1060	30	42	30	23	30	1	30	0	0	
	PT5	136											
Roadway25 ; ROSEMONT AVE	PT1	137	1199	30	34	30	18	30	0	0	0	0	
	PT2	138											
Roadway26 ; ROSEMONT AVE	PT1	139	1199	30	34	30	18	30	0	0	0	0	
	PT2	140											
Roadway27 ; ROSEMONT AVE	PT1	141	891	30	34	30	17	30	3	30	0	0	
	PT2	142	891	30	34	30	17	30	3	30	0	0	
	PT3	143	891	30	34	30	17	30	3	30	0	0	
	PT4	144											
Roadway28 ; SB OFF TO WB 40	PT1	145	459	30	28	30	13	30	1	30	0	0	
	PT2	146	459	30	28	30	13	30	1	30	0	0	
	PT3	147	459	30	28	30	13	30	1	30	0	0	
	PT4	148	459	30	28	30	13	30	1	30	0	0	
	PT5	149	459	30	28	30	13	30	1	30	0	0	
	PT6	150											
Roadway29 ; SB ON FR WB 40	PT1	151	118	30	5	30	2	30	1	30	0	0	
	PT2	152	118	30	5	30	2	30	1	30	0	0	
	PT3	153	118	30	5	30	2	30	1	30	0	0	
	PT4	154	118	30	5	30	2	30	1	30	0	0	
	PT5	155	118	30	5	30	2	30	1	30	0	0	
	PT6	156	118	30	5	30	2	30	1	30	0	0	
	PT7	157	118	30	5	30	2	30	1	30	0	0	
	PT8	158	118	30	5	30	2	30	1	30	0	0	
	PT9	159											
Roadway30 ; SB ON TO EB 40	PT1	160	252	30	15	30	7	30	0	0	0	0	
	PT2	161	252	30	15	30	7	30	0	0	0	0	
	PT3	162	252	30	15	30	7	30	0	0	0	0	
	PT4	163	252	30	15	30	7	30	0	0	0	0	
	PT5	164	252	30	15	30	7	30	0	0	0	0	
	PT6	165	252	30	15	30	7	30	0	0	0	0	
	PT7	166	252	30	15	30	7	30	0	0	0	0	
	PT8	167	252	30	15	30	7	30	0	0	0	0	
	PT9	168											
Roadway31 ; WB 40	PT1	169	306	30	12	30	6	30	1	30	0	0	
	PT2	170											
Roadway32 ; WB 40	PT1	171	1556	30	59	30	28	30	7	30	0	0	
	PT2	172	1556	30	59	30	28	30	7	30	0	0	
	PT3	173											
Roadway33 ; WB 40	PT1	174	1453	30	47	30	23	30	2	30	0	0	
	PT2	175											
Roadway34 ; WB 40	PT1	176	1930	30	63	30	30	30	2	30	0	0	
	PT2	177											
Roadway35 ; EB 40	PT1	178	880	30	48	30	22	30	1	30	0	0	
	PT2	179											

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Roadway36 ; EB 40	PT1	180	1134	30	61	30	28	30	1	30	0	0
	PT2	181	1134	30	61	30	28	30	1	30	0	0
	PT3	182										
Roadway37 ; EB 40	PT1	183	463	30	24	30	11	30	3	30	0	0
	PT2	184										
Roadway38 ; SB ON FR EB 40	PT1	185	1690	30	91	30	42	30	2	30	0	0
	PT2	186	1690	30	91	30	42	30	2	30	0	0
	PT3	187	1690	30	91	30	42	30	2	30	0	0
	PT4	188	1690	30	91	30	42	30	2	30	0	0
	PT5	189	1690	30	91	30	42	30	2	30	0	0
	PT6	190	1690	30	91	30	42	30	2	30	0	0
	PT7	191	1690	30	91	30	42	30	2	30	0	0
	PT8	192										
Roadway39 ; SB OFF TO WB 15	PT1	193	1812	30	144	30	67	30	0	0	0	0
	PT2	194	1812	30	144	30	67	30	0	0	0	0
	PT3	195	1812	30	144	30	67	30	0	0	0	0
	PT4	196	1812	30	144	30	67	30	0	0	0	0
	PT5	197	1812	30	144	30	67	30	0	0	0	0
	PT6	198	1812	30	144	30	67	30	0	0	0	0
	PT7	199	1812	30	144	30	67	30	0	0	0	0
	PT8	200	1812	30	144	30	67	30	0	0	0	0
	point279	279										
Roadway40 ; APPLE AVE	PT1	201	0	0	0	0	0	0	0	0	0	0
	PT2	202	0	0	0	0	0	0	0	0	0	0
	PT3	203	0	0	0	0	0	0	0	0	0	0
	PT4	204	0	0	0	0	0	0	0	0	0	0
	PT5	205										
Roadway41 ; 15 NB (Bridge)	PT1	206	4960	57	350	57	164	57	0	0	0	0
	PT2	207										
Roadway42 ; 15 NB	PT1	208	4960	57	350	57	164	57	0	0	0	0
	PT2	209										
Roadway43 ; 15 SB (Bridge)	PT1	210	5227	59	319	59	148	59	6	59	0	0
	PT2	211										
Roadway44 ; SB 15	PT1	212	5227	59	319	59	148	59	6	59	0	0
	PT2	213										
Roadway45 ; NB 15	PT1	214	3985	59	248	59	117	59	0	0	0	0
	PT2	215	3985	59	248	59	117	59	0	0	0	0
	PT3	229	3985	59	248	59	117	59	0	0	0	0
	PT4	230	3985	59	248	59	117	59	0	0	0	0
	PT5	231	3985	59	248	59	117	59	0	0	0	0
	PT6	232	3985	59	248	59	117	59	0	0	0	0
	PT7	233	3985	59	248	59	117	59	0	0	0	0
	PT8	234	3985	59	248	59	117	59	0	0	0	0
	PT9	235										
Roadway46 ; 15 NB (Bridge)	PT1	216	3985	59	248	59	117	59	0	0	0	0
	PT2	217										
Roadway47 ; NB 15	PT1	218	3985	59	248	59	117	59	0	0	0	0
	PT2	219										
Roadway48 ; 15 SB	PT1	220	4646	59	296	59	158	59	0	0	0	0

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	PT2	221	4646	59	296	59	158	59	0	0	0	0
	PT3	222	4646	59	296	59	158	59	0	0	0	0
	PT4	223	4646	59	296	59	158	59	0	0	0	0
	PT5	224										
Roadway49 ; 15 SB (Bridge)	PT1	225	4646	59	296	59	158	59	0	0	0	0
	PT2	226										
Roadway50 ; 15 SB	PT1	227	4646	59	296	59	158	59	0	0	0	0
	PT2	228										
Roadway51; SB 270	point246	246	4855	57	385	57	179	57	0	0	0	0
	point247	247										
Rd52; Ramo fr eb15 to 15/40 NB	point248	248	2616	30	141	30	65	30	0	0	0	0
	point249	249	2616	30	141	30	65	30	0	0	0	0
	point250	250	2616	30	141	30	65	30	0	0	0	0
	point251	251	2616	30	141	30	65	30	0	0	0	0
	point252	252	2616	30	141	30	65	30	0	0	0	0
	point253	253	2616	30	141	30	65	30	0	0	0	0
	point254	254	2616	30	141	30	65	30	0	0	0	0
	point255	255	2616	30	141	30	65	30	0	0	0	0
	point256	256	2616	30	141	30	65	30	0	0	0	0
	point257	257	2616	30	141	30	65	30	0	0	0	0
	point258	258	2616	30	141	30	65	30	0	0	0	0
	point259	259	2616	30	141	30	65	30	0	0	0	0
	point260	260	2616	30	141	30	65	30	0	0	0	0
	point261	261	2616	30	141	30	65	30	0	0	0	0
	point262	262	2616	30	141	30	65	30	0	0	0	0
	point263	263	2616	30	141	30	65	30	0	0	0	0
	point264	264	2616	30	141	30	65	30	0	0	0	0
	point265	265	2616	30	141	30	65	30	0	0	0	0
	point266	266										
Rd 53; Ramp fr eb15 to 15/40 NB	point267	267	2616	30	141	30	65	30	0	0	0	0
	point268	268	2616	30	141	30	65	30	0	0	0	0
	point269	269	2616	30	141	30	65	30	0	0	0	0
	point270	270	2616	30	141	30	65	30	0	0	0	0
	point271	271	2616	30	141	30	65	30	0	0	0	0
	point272	272	2616	30	141	30	65	30	0	0	0	0
	point273	273	2616	30	141	30	65	30	0	0	0	0
	point274	274	2616	30	141	30	65	30	0	0	0	0
	point275	275	2616	30	141	30	65	30	0	0	0	0
	point276	276	2616	30	141	30	65	30	0	0	0	0
	point277	277	2616	30	141	30	65	30	0	0	0	0
	point278	278										
Rd 54; WB 15 Over 270	point280	280	0	0	0	0	0	0	0	0	0	0
	point281	281										
Rd 55, WB 15	point282	282	0	0	0	0	0	0	0	0	0	0
	point283	283										
Rd 56; WB 15 to On Fr 270	point284	284	0	0	0	0	0	0	0	0	0	0
	point285	285	0	0	0	0	0	0	0	0	0	0
	point286	286	0	0	0	0	0	0	0	0	0	0
	point287	287										

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Rd 57; WBB 15 Fr On Fr SB 270	point288	288	0	0	0	0	0	0	0	0	0	0	0
	point289	289	0	0	0	0	0	0	0	0	0	0	0
	point290	290	0	0	0	0	0	0	0	0	0	0	0
	point291	291	0	0	0	0	0	0	0	0	0	0	0
	point292	292											
Rd 58; WB 15/40	point293	293	0	0	0	0	0	0	0	0	0	0	0
	point294	294	0	0	0	0	0	0	0	0	0	0	0
	point295	295	0	0	0	0	0	0	0	0	0	0	0
	point296	296	0	0	0	0	0	0	0	0	0	0	0
	point297	297	0	0	0	0	0	0	0	0	0	0	0
	point298	298	0	0	0	0	0	0	0	0	0	0	0
	point299	299	0	0	0	0	0	0	0	0	0	0	0
	point300	300											
Rd 59; SB On Ramp Fr WB 15/40	point301	301	0	0	0	0	0	0	0	0	0	0	0
	point302	302	0	0	0	0	0	0	0	0	0	0	0
	point303	303	0	0	0	0	0	0	0	0	0	0	0
	point304	304	0	0	0	0	0	0	0	0	0	0	0
	point305	305	0	0	0	0	0	0	0	0	0	0	0
	point306	306	0	0	0	0	0	0	0	0	0	0	0
	point307	307	0	0	0	0	0	0	0	0	0	0	0
	point308	308	0	0	0	0	0	0	0	0	0	0	0
	point309	309	0	0	0	0	0	0	0	0	0	0	0
	point310	310	0	0	0	0	0	0	0	0	0	0	0
	point311	311	0	0	0	0	0	0	0	0	0	0	0
	point312	312											
Rd 60; SB 270 Under 15/40	point313	313	0	0	0	0	0	0	0	0	0	0	0
	point314	314											
Rd 61; EB 15/40 to off to SB 270	point315	315	0	0	0	0	0	0	0	0	0	0	0
	point316	316	0	0	0	0	0	0	0	0	0	0	0
	point317	317	0	0	0	0	0	0	0	0	0	0	0
	point318	318											
Rd 62; EB 15/40 to On Fr SB 270	point319	319	0	0	0	0	0	0	0	0	0	0	0
	point320	320	0	0	0	0	0	0	0	0	0	0	0
	point321	321	0	0	0	0	0	0	0	0	0	0	0
	point322	322	0	0	0	0	0	0	0	0	0	0	0
	point323	323											
Rd 63; Ramp Fr EB 15/40 to SB 270	point324	324	0	0	0	0	0	0	0	0	0	0	0
	point325	325	0	0	0	0	0	0	0	0	0	0	0
	point326	326	0	0	0	0	0	0	0	0	0	0	0
	point327	327	0	0	0	0	0	0	0	0	0	0	0
	point328	328	0	0	0	0	0	0	0	0	0	0	0
	point329	329	0	0	0	0	0	0	0	0	0	0	0
	point330	330	0	0	0	0	0	0	0	0	0	0	0
	point331	331	0	0	0	0	0	0	0	0	0	0	0
	point332	332											
Rd 64; SB Off Ramp (270 to 15/40)	point333	333	0	0	0	0	0	0	0	0	0	0	0
	point334	334	0	0	0	0	0	0	0	0	0	0	0
	point335	335	0	0	0	0	0	0	0	0	0	0	0
	point336	336	0	0	0	0	0	0	0	0	0	0	0

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	point337	337	0	0	0	0	0	0	0	0	0	0
	point338	338	0	0	0	0	0	0	0	0	0	0
	point339	339	0	0	0	0	0	0	0	0	0	0
	point340	340	0	0	0	0	0	0	0	0	0	0
	point341	341	0	0	0	0	0	0	0	0	0	0
	point342	342	0	0	0	0	0	0	0	0	0	0
	point343	343	0	0	0	0	0	0	0	0	0	0
	point344	344										
Rd 66; 15/40 NB From Flyover on	point239	345	4757	59	336	59	158	59	0	0	0	0
	point240	346	4757	59	336	59	158	59	0	0	0	0
	point241	347	4757	59	336	59	158	59	0	0	0	0
	point242	348	4757	59	336	59	158	59	0	0	0	0
	point243	349	4757	59	336	59	158	59	0	0	0	0
	point244	350										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A43-47 **Alternative 6 AM Receptors H-43 to H-47**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1; 15 NB	PT1	1	2667	59		186	59	97	59	0	0	0	0
	PT2	2	2667	59		186	59	97	59	0	0	0	0
	PT3	3	2667	59		186	59	97	59	0	0	0	0
	PT4	4											
Roadway2; 15 NB	PT1	5	2848	59		198	59	104	59	0	0	0	0
	PT2	6	2848	59		198	59	104	59	0	0	0	0
	PT3	7	2848	59		198	59	104	59	0	0	0	0
	PT4	8											
Roadway3; 15 NB	PT1	9	2043	59		143	59	89	59	0	0	0	0
	PT2	10	2043	59		143	59	89	59	0	0	0	0
	PT3	11	2043	59		143	59	89	59	0	0	0	0
	PT4	12											
Roadway4; 15 NB	PT1	13	2357	59		165	59	102	59	0	0	0	0
	PT2	14	2357	59		165	59	102	59	0	0	0	0
	PT3	15	2357	59		165	59	102	59	0	0	0	0
	PT4	16	2357	59		165	59	102	59	0	0	0	0
	PT5	17	2357	59		165	59	102	59	0	0	0	0
	PT6	18											
Rd 5; 15 SB	PT1	19	3870	60		262	60	163	60	4	60	0	0
	PT2	20											
Roadway6; 15 nb	PT1	21	2043	59		143	59	89	59	0	0	0	0
	PT2	22	2043	59		143	59	89	59	0	0	0	0
	PT3	23											
Roadway7; 15 NB (Bridge)	PT1	24	2043	59		143	59	89	59	0	0	0	0
	PT2	25											
Roadway8; 15 NB	PT1	26	2043	59		143	59	89	59	0	0	0	0
	PT2	27											
Roadway9; 15 SB	PT1	28	3870	60		262	60	163	60	4	60	0	0
	PT2	29											
Roadway10; 15 SB	PT1	30	3870	60		262	60	163	60	4	60	0	0
	PT2	31	3870	60		262	60	163	60	4	60	0	0
	PT3	32	3870	60		262	60	163	60	4	60	0	0
	PT4	33	3870	60		262	60	163	60	4	60	0	0
	PT5	34											
Roadway11; 15 SB	PT5	173	4410	57		299	57	186	57	5	57	0	0

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	PT6	172	4410	57	299	57	186	57	5	57	0	0
	PT1	37	4410	57	299	57	186	57	5	57	0	0
	PT2	38	4410	57	299	57	186	57	5	57	0	0
	PT3	39										
Roadway12; 15 SB	PT1	40	4059	59	273	59	139	59	4	59	0	0
	PT2	41	4059	59	273	59	139	59	4	59	0	0
	PT3	42										
Roadway13;15 SB	PT1	43	4920	59	331	59	168	59	5	59	0	0
	PT2	44	4920	59	331	59	168	59	5	59	0	0
	PT3	45										
Roadway15; 15 SB	PT1	49	4240	59	285	59	145	59	5	59	0	0
	PT2	50	4240	59	285	59	145	59	5	59	0	0
	PT3	51	4240	59	285	59	145	59	5	59	0	0
	PT4	52										
Roadway16; NB OFF TO W 7TH ST.	PT1	53	752	30	47	30	26	30	0	0	0	0
	PT2	54	752	30	47	30	26	30	0	0	0	0
	PT3	55	752	30	47	30	26	30	0	0	0	0
	PT4	56	752	30	47	30	26	30	0	0	0	0
	PT5	57	752	30	47	30	26	30	0	0	0	0
	PT6	58	752	30	47	30	26	30	0	0	0	0
	PT7	59	752	30	47	30	26	30	0	0	0	0
	PT8	60										
Roadway17; NB ON FROM W 7TH ST.	PT1	61	188	30	8	30	4	30	0	0	0	0
	PT2	62	188	30	8	30	4	30	0	0	0	0
	PT3	63	188	30	8	30	4	30	0	0	0	0
	PT4	64	188	30	8	30	4	30	0	0	0	0
	PT5	65	188	30	8	30	4	30	0	0	0	0
	PT6	66	188	30	8	30	4	30	0	0	0	0
	PT7	67	188	30	8	30	4	30	0	0	0	0
	PT8	68	188	30	8	30	4	30	0	0	0	0
	PT9	69										
Roadway18; SB OFF TO W 7TH	PT1	70	680	30	46	30	23	30	1	30	0	0
	PT2	71	680	30	46	30	23	30	1	30	0	0
	PT3	72	680	30	46	30	23	30	1	30	0	0
	PT4	73	680	30	46	30	23	30	1	30	0	0
	PT5	74	680	30	46	30	23	30	1	30	0	0
	PT6	75	680	30	46	30	23	30	1	30	0	0
	PT7	76	680	30	46	30	23	30	1	30	0	0
	PT8	77	680	30	46	30	23	30	1	30	0	0
	PT9	78	680	30	46	30	23	30	1	30	0	0
	PT10	79										
Roadway19; SB ON FROM W 7TH	PT1	80	402	30	15	30	8	30	0	0	0	0
	PT2	81	402	30	15	30	8	30	0	0	0	0
	PT3	82	402	30	15	30	8	30	0	0	0	0
	PT4	83	402	30	15	30	8	30	0	0	0	0
	PT5	84	402	30	15	30	8	30	0	0	0	0
	PT6	85	402	30	15	30	8	30	0	0	0	0
	PT7	86	402	30	15	30	8	30	0	0	0	0
	PT8	87	402	30	15	30	8	30	0	0	0	0

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	PT9	88	402	30	15	30	8	30	0	0	0	0
	PT10	89	402	30	15	30	8	30	0	0	0	0
	PT11	90										
Roadway20; NB OFF TO MOTTER AVE	PT1	91	791	30	55	30	29	30	0	0	0	0
	PT2	92	791	30	55	30	29	30	0	0	0	0
	PT3	93	791	30	55	30	29	30	0	0	0	0
	PT4	94	791	30	55	30	29	30	0	0	0	0
	PT5	95	791	30	55	30	29	30	0	0	0	0
	PT6	96	791	30	55	30	29	30	0	0	0	0
	PT7	97	791	30	55	30	29	30	0	0	0	0
	PT8	98	791	30	55	30	29	30	0	0	0	0
	PT9	99	791	30	55	30	29	30	0	0	0	0
	PT10	100	791	30	55	30	29	30	0	0	0	0
	PT11	101	791	30	55	30	29	30	0	0	0	0
	PT12	102	791	30	55	30	29	30	0	0	0	0
	PT13	103										
Roadway21; NB ON FROM MOTTER	PT1	104	337	30	8	30	5	30	0	0	0	0
	PT2	105	337	30	8	30	5	30	0	0	0	0
	PT3	106	337	30	8	30	5	30	0	0	0	0
	PT4	107	337	30	8	30	5	30	0	0	0	0
	PT5	108	337	30	8	30	5	30	0	0	0	0
	PT6	109	337	30	8	30	5	30	0	0	0	0
	PT7	110	337	30	8	30	5	30	0	0	0	0
	PT8	111	337	30	8	30	5	30	0	0	0	0
	PT9	112	337	30	8	30	5	30	0	0	0	0
	PT10	113	337	30	8	30	5	30	0	0	0	0
	PT11	114	337	30	8	30	5	30	0	0	0	0
	PT12	115	337	30	8	30	5	30	0	0	0	0
	PT13	116										
Roadway22; SB OFF TO OPOSSUM	PT1	117	383	30	26	30	16	30	0	0	0	0
	PT2	118	383	30	26	30	16	30	0	0	0	0
	PT3	119	383	30	26	30	16	30	0	0	0	0
	PT4	120	383	30	26	30	16	30	0	0	0	0
	PT5	121	383	30	26	30	16	30	0	0	0	0
	PT6	122	383	30	26	30	16	30	0	0	0	0
	PT7	123	383	30	26	30	16	30	0	0	0	0
	PT8	124	383	30	26	30	16	30	0	0	0	0
	PT9	125	383	30	26	30	16	30	0	0	0	0
	PT10	126	383	30	26	30	16	30	0	0	0	0
	PT11	127	383	30	26	30	16	30	0	0	0	0
	PT12	128										
Roadway23; SB ON FR OPOSSUM	PT1	129	924	30	15	30	10	30	0	0	0	0
	PT2	130	924	30	15	30	10	30	0	0	0	0
	PT3	131	924	30	15	30	10	30	0	0	0	0
	PT4	132	924	30	15	30	10	30	0	0	0	0
	PT5	133	924	30	15	30	10	30	0	0	0	0
	PT6	134	924	30	15	30	10	30	0	0	0	0
	PT7	135	924	30	15	30	10	30	0	0	0	0
	PT8	136	924	30	15	30	10	30	0	0	0	0

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	PT9	137	924	30	15	30	10	30	0	0	0	0
	PT10	138	924	30	15	30	10	30	0	0	0	0
	PT11	139	924	30	15	30	10	30	0	0	0	0
	PT12	140	924	30	15	30	10	30	0	0	0	0
	PT13	141										
Roadway25; MP TTER AVE	PT1	142	1420	30	34	30	21	30	0	0	0	0
	PT2	143										
Roadway26; MOTTER AVE	PT1	144	1289	30	23	30	13	30	0	0	0	0
	PT2	145										
Roadway27; MOTTER AVE	PT1	146	1289	30	23	30	13	30	0	0	0	0
	PT2	147										
Roadway28; MOTTER AVE	PT1	148	1289	30	23	30	13	30	0	0	0	0
	PT2	149										
Roadway29; MOTTER AVE	PT1	150	1289	30	23	30	13	30	0	0	0	0
	PT2	151										
Roadway30; WB 40	point152	152	549	55	2	55	29	55	1	55	0	0
	point153	153	549	55	2	55	29	55	1	55	0	0
	point154	154										
Roadway31; WB 40 RAMP TO SB 15	point155	155	549	55	2	55	29	55	1	55	0	0
	point156	156	549	55	2	55	29	55	1	55	0	0
	point157	157	549	55	2	55	29	55	1	55	0	0
	point158	158	549	55	2	55	29	55	1	55	0	0
	point159	159	549	55	2	55	29	55	1	55	0	0
	point160	160	549	55	2	55	29	55	1	55	0	0
	point161	161	549	55	2	55	29	55	1	55	0	0
	point162	162	549	55	2	55	29	55	1	55	0	0
	point163	163	549	55	2	55	29	55	1	55	0	0
	point164	164	549	55	2	55	29	55	1	55	0	0
	point165	165	549	55	2	55	29	55	1	55	0	0
	point166	166	549	55	2	55	29	55	1	55	0	0
	point167	167	549	55	2	55	29	55	1	55	0	0
	point168	168	549	55	2	55	29	55	1	55	0	0
	point169	169	549	55	2	55	29	55	1	55	0	0
	point170	170										
Roadway32; nNB OFF TO MD 26	point174	174	314	30	22	30	14	30	0	0	0	0
	point175	175	314	30	22	30	14	30	0	0	0	0
	point176	176	314	30	22	30	14	30	0	0	0	0
	point177	177	314	30	22	30	14	30	0	0	0	0
	point178	178	314	30	22	30	14	30	0	0	0	0
	point179	179	314	30	22	30	14	30	0	0	0	0
	point180	180	314	30	22	30	14	30	0	0	0	0
	point181	181	314	30	22	30	14	30	0	0	0	0
	point182	182	314	30	22	30	14	30	0	0	0	0
	point183	183										
Roadway33; NB ON RAMP FR MD 26	point184	184	46	30	2	30	2	30	0	0	0	0
	point185	185	46	30	2	30	2	30	0	0	0	0
	point186	186	46	30	2	30	2	30	0	0	0	0
	point187	187	46	30	2	30	2	30	0	0	0	0
	point188	188	46	30	2	30	2	30	0	0	0	0

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		point189	189	46	30	2	30	2	30	0	0	0	0
		point190	190	46	30	2	30	2	30	0	0	0	0
		point191	191	46	30	2	30	2	30	0	0	0	0
		point192	192										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_A48-51 **Alternative 6 AM Receptors H-48 to H-51**

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1; NB 15		PT1	1	2018	57	107	57	150	57	0	0	0	0
		PT2	2										
Roadway2; NB 15		PT1	3	2062	57	109	57	153	57	0	0	0	0
		PT2	4	2062	57	109	57	153	57	0	0	0	0
		PT3	5	2062	57	109	57	153	57	0	0	0	0
		PT4	6	2062	57	109	57	153	57	0	0	0	0
		PT5	7	2062	57	109	57	153	57	0	0	0	0
		PT6	8	2062	57	109	57	153	57	0	0	0	0
		PT2	23										
Roadway3; NB 15		PT1	9	1397	57	74	57	104	57	0	0	0	0
		PT2	10	1397	57	74	57	104	57	0	0	0	0
		PT3	11	1397	57	74	57	104	57	0	0	0	0
		PT4	12	1397	57	74	57	104	57	0	0	0	0
		PT2	21	1397	57	74	57	104	57	0	0	0	0
		PT3	22										
Roadway4; NB 15		PT1	13	1619	57	86	57	12	57	0	0	0	0
		PT2	14	1619	57	86	57	12	57	0	0	0	0
		PT3	15	1619	57	86	57	12	57	0	0	0	0
		PT4	16										
Roadway5; NB 15		PT1	17	1619	57	86	57	12	57	0	0	0	0
		PT2	18	1619	57	86	57	12	57	0	0	0	0
		PT3	19	1619	57	86	57	12	57	0	0	0	0
		PT4	20										
Roadway6; SB 15		PT1	24	3858	57	200	57	287	57	0	0	0	0
		PT2	25	3858	57	200	57	287	57	0	0	0	0
		PT3	26	3858	57	200	57	287	57	0	0	0	0
		PT4	27										
Roadway7; SB 15		PT1	28	3858	57	200	57	287	57	0	0	0	0
		PT2	29	3858	57	200	57	287	57	0	0	0	0
		PT3	30	3858	57	200	57	287	57	0	0	0	0
		PT4	31	3858	57	200	57	287	57	0	0	0	0
		PT5	32	3858	57	200	57	287	57	0	0	0	0
		PT6	33	3858	57	200	57	287	57	0	0	0	0
		PT2	34										
Roadway8; SB 15		PT1	35	3486	57	181	57	259	57	0	0	0	0

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	PT2	36	3486	57	181	57	259	57	0	0	0	0
	PT2	41	3486	57	181	57	259	57	0	0	0	0
	PT3	42	3486	57	181	57	259	57	0	0	0	0
	PT4	43										
Roadway9; SB 15	PT1	37	3814	60	198	60	284	60	0	0	0	0
	PT2	38	3814	60	198	60	284	60	0	0	0	0
	PT2	39	3814	60	198	60	284	60	0	0	0	0
	PT3	40	3814	60	198	60	284	60	0	0	0	0
	PT4	44	3814	60	198	60	284	60	0	0	0	0
	PT5	45	3814	60	198	60	284	60	0	0	0	0
	PT6	46	3814	60	198	60	284	60	0	0	0	0
	PT7	47	3814	60	198	60	284	60	0	0	0	0
	PT8	48										
Roadway10; SB 15	PT1	49	3814	60	198	60	284	60	0	0	0	0
	PT2	50										
Roadway11; NB On Fr MD26	point142	51	46	30	2	30	2	30	0	0	0	0
	point141	52	46	30	2	30	2	30	0	0	0	0
	point140	53	46	30	2	30	2	30	0	0	0	0
	point139	54	46	30	2	30	2	30	0	0	0	0
	point138	112	46	30	2	30	2	30	0	0	0	0
	point137	113	46	30	2	30	2	30	0	0	0	0
	point136	114	46	30	2	30	2	30	0	0	0	0
	point135	115	46	30	2	30	2	30	0	0	0	0
	point134	116	46	30	2	30	2	30	0	0	0	0
	point133	117	46	30	2	30	2	30	0	0	0	0
	point132	118	46	30	2	30	2	30	0	0	0	0
	point131	119	46	30	2	30	2	30	0	0	0	0
	PT1	120	46	30	2	30	2	30	0	0	0	0
	PT2	121	46	30	2	30	2	30	0	0	0	0
	PT3	122	46	30	2	30	2	30	0	0	0	0
	PT4	123										
Roadway12; NB OFF TO TRADING	PT1	55	665	30	35	30	50	30	0	0	0	0
	PT2	56	665	30	35	30	50	30	0	0	0	0
	PT3	57	665	30	35	30	50	30	0	0	0	0
	PT4	58	665	30	35	30	50	30	0	0	0	0
	PT5	59										
Roadway13; NB CROSS TRADING	PT1	60	754	30	40	30	56	30	0	0	0	0
	PT2	61										
Roadway14; NB ON FROM TRADING	PT1	62	46	30	2	30	2	30	0	0	0	0
	PT2	63	46	30	2	30	2	30	0	0	0	0
	PT3	64	46	30	2	30	2	30	0	0	0	0
	PT4	65	46	30	2	30	2	30	0	0	0	0
	PT5	66	46	30	2	30	2	30	0	0	0	0
	PT6	67	46	30	2	30	2	30	0	0	0	0
	PT7	68	46	30	2	30	2	30	0	0	0	0
	PT8	69	46	30	2	30	2	30	0	0	0	0
	PT9	70	46	30	2	30	2	30	0	0	0	0
	PT10	71										
Roadway15; SB OFF TO TRADING	PT1	72	355	30	19	30	26	30	0	0	0	0

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	PT2	73	355	30	19	30	26	30	0	0	0	0
	PT3	74	355	30	19	30	26	30	0	0	0	0
	PT4	75	355	30	19	30	26	30	0	0	0	0
	PT5	76	355	30	19	30	26	30	0	0	0	0
	PT6	77										
Roadway16; SB CROSS TRADING	PT1	78	377	30	20	30	28	30	0	0	0	0
	PT2	79										
Roadway17; SB OFF TO TRADING	PT1	80	205	30	8	30	12	30	0	0	0	0
	PT2	81	205	30	8	30	12	30	0	0	0	0
	PT3	82	205	30	8	30	12	30	0	0	0	0
	PT4	83	205	30	8	30	12	30	0	0	0	0
	PT5	84	205	30	8	30	12	30	0	0	0	0
	PT6	85	205	30	8	30	12	30	0	0	0	0
	PT7	86										
Roadway18; EB TRADING LANE	PT1	87	569	30	23	30	33	30	0	0	0	0
	PT2	88										
Roadway19; EB TRADING LANE	PT1	89	637	30	26	30	37	30	0	0	0	0
	PT2	90	637	30	26	30	37	30	0	0	0	0
	PT2	91	637	30	26	30	37	30	0	0	0	0
	PT2	92										
Roadway20; EB TRADING LANE	PT1	93	546	30	22	30	32	30	0	0	0	0
	PT2	94										
Roadway21; WB TRADING LANE	PT1	95	436	30	16	30	23	30	0	0	0	0
	PT2	96										
Roadway22; WB TRADING LANE	PT1	97	987	30	37	30	53	30	0	0	0	0
	PT2	98	987	30	37	30	53	30	0	0	0	0
	PT2	99	987	30	37	30	53	30	0	0	0	0
	PT2	100										
Roadway23; WB TRADING LANE	PT1	101	961	30	36	30	53	30	1	30	0	0
	PT2	102										
Roadway24; Willow Rd	PT1	103	0	0	0	0	0	0	0	0	0	0
	PT2	104	0	0	0	0	0	0	0	0	0	0
	PT3	105	0	0	0	0	0	0	0	0	0	0
	PT4	106	0	0	0	0	0	0	0	0	0	0
	PT5	107	0	0	0	0	0	0	0	0	0	0
	PT6	108	0	0	0	0	0	0	0	0	0	0
	PT7	109										
Roadway25; Willow Rd @ 15	PT1	110	0	0	0	0	0	0	0	0	0	0
	PT2	111										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_A52-53 **Alternative 6 AM Receptors H-52 to H-53**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15 NB To Briggs Ford Rd	PT1	1	865	57	46	57	64	57	0	0	0	0	0
	PT2	2	865	57	46	57	64	57	0	0	0	0	0
	PT3	3	865	57	46	57	64	57	0	0	0	0	0
	PT4	4	865	57	46	57	64	57	0	0	0	0	0
	PT5	5	865	57	46	57	64	57	0	0	0	0	0
	point93	93	865	57	46	57	64	57	0	0	0	0	0
	point94	94	865	57	46	57	64	57	0	0	0	0	0
	point95	95	865	57	46	57	64	57	0	0	0	0	0
	point100	100											
Roadway2 ; 15 NB	PT1	6	1197	62	63	62	89	62	0	0	0	0	0
	PT2	7	1197	62	63	62	89	62	0	0	0	0	0
	PT3	8	1197	62	63	62	89	62	0	0	0	0	0
	point96	96	1197	62	63	62	89	62	0	0	0	0	0
	point97	97											
Roadway3 ; NB 15	PT1	9	1197	62	63	62	89	62	0	0	0	0	0
	PT2	10	1197	62	63	62	89	62	0	0	0	0	0
	PT3	11	1197	62	63	62	89	62	0	0	0	0	0
	PT4	12	1197	62	63	62	89	62	0	0	0	0	0
	PT5	13	1197	62	63	62	89	62	0	0	0	0	0
	point98	98	1197	62	63	62	89	62	0	0	0	0	0
	point99	99											
Roadway4 ; SB 15	PT1	14	3282	57	174	57	244	57	0	0	0	0	0
	PT2	15	3282	57	174	57	244	57	0	0	0	0	0
	PT3	16	3282	57	174	57	244	57	0	0	0	0	0
	PT4	17	3282	57	174	57	244	57	0	0	0	0	0
	PT5	18											
Roadway5 ; 15 SB	PT1	19	3105	57	165	57	231	57	0	0	0	0	0
	PT2	20	3105	57	165	57	231	57	0	0	0	0	0
	PT3	21	3105	57	165	57	231	57	0	0	0	0	0
	PT4	22	3105	57	165	57	231	57	0	0	0	0	0
	point101	101	3105	57	165	57	231	57	0	0	0	0	0
	point102	102	3105	57	165	57	231	57	0	0	0	0	0
	point103	103	3105	57	165	57	231	57	0	0	0	0	0
	point104	104	3105	57	165	57	231	57	0	0	0	0	0
	point105	105	3105	57	165	57	231	57	0	0	0	0	0

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	point106	106	3105	57	165	57	231	57	0	0	0	0
	point107	107	3105	57	165	57	231	57	0	0	0	0
	point108	108	3105	57	165	57	231	57	0	0	0	0
	point109	109	3105	57	165	57	231	57	0	0	0	0
	point110	110										
Roadway7 ; NB OFF TO GRIGGS FORD	PT1	29	754	30	40	30	56	30	0	0	0	0
	PT2	30	754	30	40	30	56	30	0	0	0	0
	PT3	31	754	30	40	30	56	30	0	0	0	0
	PT4	32	754	30	40	30	56	30	0	0	0	0
	PT5	33	754	30	40	30	56	30	0	0	0	0
	PT6	34	754	30	40	30	56	30	0	0	0	0
	PT7	35	754	30	40	30	56	30	0	0	0	0
	PT8	36	754	30	40	30	56	30	0	0	0	0
	PT9	37	754	30	40	30	56	30	0	0	0	0
	PT10	38	754	30	40	30	56	30	0	0	0	0
	PT11	39	754	30	40	30	56	30	0	0	0	0
	PT12	40										
Roadway8 ; NB ON FR GRIGGS FORD	PT1	41	342	30	13	30	19	30	0	0	0	0
	PT2	42	342	30	13	30	19	30	0	0	0	0
	PT3	43	342	30	13	30	19	30	0	0	0	0
	PT4	44	342	30	13	30	19	30	0	0	0	0
	PT5	45	342	30	13	30	19	30	0	0	0	0
	PT6	46	342	30	13	30	19	30	0	0	0	0
	PT7	47	342	30	13	30	19	30	0	0	0	0
	PT8	48	342	30	13	30	19	30	0	0	0	0
	PT9	49	342	30	13	30	19	30	0	0	0	0
	PT10	50	342	30	13	30	19	30	0	0	0	0
	PT11	51	342	30	13	30	19	30	0	0	0	0
	PT12	52	342	30	13	30	19	30	0	0	0	0
	PT13	53										
Roadway9 ; SB OFF	PT1	54	177	30	9	30	13	30	0	0	0	0
	PT2	55	177	30	9	30	13	30	0	0	0	0
	PT3	56	177	30	9	30	13	30	0	0	0	0
	PT4	57	177	30	9	30	13	30	0	0	0	0
	PT5	58	177	30	9	30	13	30	0	0	0	0
	PT6	59	177	30	9	30	13	30	0	0	0	0
	PT7	60	177	30	9	30	13	30	0	0	0	0
	PT8	61										
Roadway10 ; SB ON	PT1	62	776	30	30	30	43	30	1	30	0	0
	PT2	63	776	30	30	30	43	30	1	30	0	0
	PT3	64	776	30	30	30	43	30	1	30	0	0
	PT4	65	776	30	30	30	43	30	1	30	0	0
	PT5	66	776	30	30	30	43	30	1	30	0	0
	PT6	67	776	30	30	30	43	30	1	30	0	0
	PT7	68	776	30	30	30	43	30	1	30	0	0
	PT8	69										
Roadway11 ; BRIGGS FORD RD	PT1	70	1187	30	46	30	66	30	1	30	0	0
	PT2	71	1187	30	46	30	66	30	1	30	0	0
	PT3	72										

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Roadway12 ; BROGGS FORD (Br)	PT1	73	1187	30	46	30	66	30	1	30	0	0
	PT2	74										
Roadway13 ; BRIGGS FORD RD	PT1	75	1187	30	46	30	66	30	1	30	0	0
	PT2	76	1187	30	46	30	66	30	1	30	0	0
	PT3	77	1187	30	46	30	66	30	1	30	0	0
	PT4	78										
Roadway14 ; BRIGGS FORD RD	PT1	79	99999	30	82	30	120	30	0	0	0	0
	PT2	80										
Roadway15 ; BRIGGS FORD RD	PT1	81	2148	30	82	30	120	30	0	0	0	0
	PT2	82										
Roadway16 ; SUNDAY LANE	PT1	83	0	0	0	0	0	0	0	0	0	0
	PT2	84										
Roadway17 ; SUNDAY LANE	PT1	85	0	0	0	0	0	0	0	0	0	0
	PT2	86										
Roadway18 ; SUN LA TO SB OFF RAMP	PT1	87	0	0	0	0	0	0	0	0	0	0
	PT2	88										
Roadway19 ; SB OFF TO BRIGGS FORD	PT1	89	0	0	0	0	0	0	0	0	0	0
	PT2	90	0	0	0	0	0	0	0	0	0	0
	PT3	91										
Rd 20; Briggs Ford Rd	point111	111	0	0	0	0	0	0	0	0	0	0
	point112	112	0	0	0	0	0	0	0	0	0	0
	point113	113	0	0	0	0	0	0	0	0	0	0
	point114	114	0	0	0	0	0	0	0	0	0	0
	point115	115	0	0	0	0	0	0	0	0	0	0
	point116	116										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_P54-55

Alternative 6 AM Receptors H-54 to H-55

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; LEWISDALE RD	PT1	1	313	30	12	30	0	0	0	0	0	0	0
	PT2	2	313	30	12	30	0	0	0	0	0	0	0
	PT3	3	313	30	12	30	0	0	0	0	0	0	0
	PT4	4	313	30	12	30	0	0	0	0	0	0	0
	PT5	5	313	30	12	30	0	0	0	0	0	0	0
	PT6	6	313	30	12	30	0	0	0	0	0	0	0
	PT7	7	313	30	12	30	0	0	0	0	0	0	0
	PT8	8	313	30	12	30	0	0	0	0	0	0	0
	PT9	9	313	30	12	30	0	0	0	0	0	0	0
	PT10	10	313	30	12	30	0	0	0	0	0	0	0
	PT11	11	313	30	12	30	0	0	0	0	0	0	0
	PT12	12	313	30	12	30	0	0	0	0	0	0	0
	PT13	13											
Roadway2 ; LEWISDALE RD	PT1	14	241	30	9	30	0	0	0	0	0	0	0
	PT2	15	241	30	9	30	0	0	0	0	0	0	0
	PT3	16											
Roadway3 ; URBANA PIKE	PT1	17	1069	30	0	0	0	0	6	30	0	0	0
	PT2	18	1069	30	0	0	0	0	6	30	0	0	0
	PT3	19	1069	30	0	0	0	0	6	30	0	0	0
	PT4	20											
Roadway4 ; MD 75 EB	PT1	21	819	45	31	45	1	45	0	0	0	0	0
	PT2	22											
Roadway5 ; MD 75 WB	PT1	23	530	45	20	45	1	45	0	0	0	0	0
	PT2	24											
Roadway6 ; URBANA PIKE	PT1	25	1069	30	0	0	0	0	6	30	0	0	0
	PT2	26											
Roadway7 ; URBANA PIKE	PT1	27	1069	30	0	0	0	0	6	30	0	0	0
	PT2	28											
Roadway8 ; MD 355 CROSS MD 75	PT1	29	1004	30	40	30	1	30	5	30	0	0	0
	PT2	30											
Roadway9 ; MD 75 EB	PT1	31	770	45	29	45	1	45	0	0	0	0	0
	PT2	32	770	45	29	45	1	45	0	0	0	0	0
	PT3	33											
Roadway10 ; MD 75 EB	PT1	34	601	45	22	45	1	45	1	45	0	0	0
	PT2	35	601	45	22	45	1	45	1	45	0	0	0

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	PT3	36	601	45	22	45	1	45	1	45	0	0
	PT4	37	601	45	22	45	1	45	1	45	0	0
	PT5	38	601	45	22	45	1	45	1	45	0	0
	PT6	39	601	45	22	45	1	45	1	45	0	0
	PT7	40	601	45	22	45	1	45	1	45	0	0
	PT8	41	601	45	22	45	1	45	1	45	0	0
	PT9	42	601	45	22	45	1	45	1	45	0	0
	PT10	43	601	45	22	45	1	45	1	45	0	0
	PT11	44	601	45	22	45	1	45	1	45	0	0
	PT12	45										
Roadway11 ; MD 75 EB	PT1	46	409	45	15	45	1	45	0	0	0	0
	PT2	47	409	45	15	45	1	45	0	0	0	0
	PT3	48	409	45	15	45	1	45	0	0	0	0
	PT4	49	409	45	15	45	1	45	0	0	0	0
	PT5	50										
Roadway12 ; MD 75 WB	PT1	51	794	45	29	45	2	45	1	45	0	0
	PT2	52	794	45	29	45	2	45	1	45	0	0
	PT3	53	794	45	29	45	2	45	1	45	0	0
	PT4	54	794	45	29	45	2	45	1	45	0	0
	PT5	55										
Roadway13 ; MD 75 WB	PT1	56	770	45	28	45	2	45	1	45	0	0
	PT2	57	770	45	28	45	2	45	1	45	0	0
	PT3	58	770	45	28	45	2	45	1	45	0	0
	PT4	59	770	45	28	45	2	45	1	45	0	0
	PT5	60	770	45	28	45	2	45	1	45	0	0
	PT6	61	770	45	28	45	2	45	1	45	0	0
	PT7	62	770	45	28	45	2	45	1	45	0	0
	PT8	63	770	45	28	45	2	45	1	45	0	0
	PT9	64	770	45	28	45	2	45	1	45	0	0
	PT10	65	770	45	28	45	2	45	1	45	0	0
	PT11	66	770	45	28	45	2	45	1	45	0	0
	PT12	67										
Roadway14 ; MD 75 WB	PT1	68	409	45	15	45	0	0	0	0	0	0
	PT2	69	409	45	15	45	0	0	0	0	0	0
	PT3	70										
Roadway15 ; LEWISDALE RD	PT1	71	216	30	9	30	0	0	0	0	0	0
	PT2	72										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P1-5 **Alternative 6 PM Receptors H-1 to H-5**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; NB ON RAMP	PT1	1	273	30		20	30	6	30	0	0	0	0
	PT2	2	273	30		20	30	6	30	0	0	0	0
	PT3	3	273	30		20	30	6	30	0	0	0	0
	PT4	4	273	30		20	30	6	30	0	0	0	0
	PT5	5	273	30		20	30	6	30	0	0	0	0
	PT6	6											
Roadway2 ; NB ETL	PT1	7	3225	67		318	67	0	0	7	67	0	0
	PT2	8	3225	67		318	67	0	0	7	67	0	0
	PT3	9	3225	67		318	67	0	0	7	67	0	0
	PT4	10	3225	67		318	67	0	0	7	67	0	0
	PT5	11	3225	67		318	67	0	0	7	67	0	0
	PT6	12	3225	67		318	67	0	0	7	67	0	0
	PT7	13											
Roadway4 ; NB RTL	PT1	16	3225	67		318	67	0	0	7	67	0	0
	PT2	17	3225	67		318	67	0	0	7	67	0	0
	PT3	18	3225	67		318	67	0	0	7	67	0	0
	PT4	19	3225	67		318	67	0	0	7	67	0	0
	PT5	20	3225	67		318	67	0	0	7	67	0	0
	PT6	21	3225	67		318	67	0	0	7	67	0	0
	PT7	22	3225	67		318	67	0	0	7	67	0	0
	PT8	23											
Roadway5 ; MUDDY BRANCH NB	PT1	24	625	30		50	30	0	0	0	0	0	0
	PT2	25	625	30		50	30	0	0	0	0	0	0
	PT3	26	625	30		50	30	0	0	0	0	0	0
	PT4	27											
Roadway6 ; MUDDY BRANCH NB (Bridg	PT1	28	625	30		50	30	0	0	0	0	0	0
	PT2	29	1288	45		11	45	1	45	0	0	0	0
	PT3	30											
Roadway7 ; MUDDY BRANCH NB	PT1	31	625	30		50	30	0	0	0	0	0	0
	PT2	32	625	30		50	30	0	0	0	0	0	0
	PT3	33	625	30		50	30	0	0	0	0	0	0
	PT4	34											
Roadway8 ; MUDDY BRANCH SB		44	35	530	30	45	30	0	0	0	0	0	0

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	PT2	36	530	30	45	30	0	0	0	0	0	0
	PT3	37	530	30	45	30	0	0	0	0	0	0
	PT4	38										
Roadway9 ; MUDDY BRANCH SB (Brid)	PT1	39	530	30	45	30	0	0	0	0	0	0
	PT2	40	530	30	45	30	0	0	0	0	0	0
	PT3	41										
Roadway10 ; OFF RAMP TO SAM EIG	PT1	42	409	30	31	30	10	30	0	0	0	0
	PT2	43	409	30	31	30	10	30	0	0	0	0
	PT3	44	409	30	31	30	10	30	0	0	0	0
	PT4	45	409	30	31	30	10	30	0	0	0	0
	PT5	46	409	30	31	30	10	30	0	0	0	0
	PT6	47	409	30	31	30	10	30	0	0	0	0
	PT7	48										
Roadway13 ; SB ETL	PT1	73	1334	65	133	65	0	0	8	65	0	0
	PT2	74	1334	65	133	65	0	0	8	65	0	0
	PT3	75	1334	65	133	65	0	0	8	65	0	0
	PT4	76	1334	65	133	65	0	0	8	65	0	0
	PT5	77	1334	65	133	65	0	0	8	65	0	0
	PT6	78	1334	65	133	65	0	0	8	65	0	0
	PT7	79	1334	65	133	65	0	0	8	65	0	0
	PT8	80	1334	65	133	65	0	0	8	65	0	0
	PT9	81	1334	65	133	65	0	0	8	65	0	0
	point213	213										
Roadway14 ; MUDDY BRANCH SB	PT1	85	530	30	45	30	0	0	0	0	0	0
	PT2	86	530	30	45	30	0	0	0	0	0	0
	PT3	87										
Roadway15 ; NB 270	PT1	88	6582	66	484	66	152	66	7	66	0	0
	PT2	89	6582	66	484	66	152	66	7	66	0	0
	PT3	90										
Roadway16 ; NB 270	PT1	91	7220	66	531	66	166	66	8	66	0	0
	PT2	92	7220	66	531	66	166	66	8	66	0	0
	PT3	93	7220	66	531	66	166	66	8	66	0	0
	PT4	94	7220	66	531	66	166	66	8	66	0	0
	PT5	95	7220	66	531	66	166	66	8	66	0	0
	PT6	96	7220	66	531	66	166	66	8	66	0	0
	PT7	97	7220	66	531	66	166	66	8	66	0	0
	PT8	98	7220	66	531	66	166	66	8	66	0	0
	PT9	99	7220	66	531	66	166	66	8	66	0	0
	PT10	100	7220	66	531	66	166	66	8	66	0	0
	PT11	101	7220	66	531	66	166	66	8	66	0	0
	PT12	102	7220	66	531	66	166	66	8	66	0	0
	PT13	103	7220	66	531	66	166	66	8	66	0	0
	point211	211										
Roadway18 ; SB 270 FR 117 ON RAMP	PT1	106	4295	63	321	63	104	63	5	63	0	0
	PT2	107	4295	63	321	63	104	63	5	63	0	0
	PT3	108	4295	63	321	63	104	63	5	63	0	0
	PT4	109	4295	63	321	63	104	63	5	63	0	0
	PT5	110	4295	63	321	63	104	63	5	63	0	0

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	PT6	111	4295	63	321	63	104	63	5	63	0	0
	PT7	112	4295	63	321	63	104	63	5	63	0	0
	PT8	113	4295	63	321	63	104	63	5	63	0	0
	PT9	114										
Roadway19 ; SB 270 TO OFF TO 370	PT1	115	4295	63	321	63	104	63	5	63	0	0
	PT2	116	4295	63	321	63	104	63	5	63	0	0
	PT3	117	4295	63	321	63	104	63	5	63	0	0
	PT4	118	4295	63	321	63	104	63	5	63	0	0
	PT5	119	4295	63	321	63	104	63	5	63	0	0
	PT6	120	4295	63	321	63	104	63	5	63	0	0
	PT7	121	4295	63	321	63	104	63	5	63	0	0
	PT8	122										
Roadway20 ; SB 270 FR OFF TO 370	PT1	123	3886	63	291	63	94	63	4	63	0	0
	PT2	124										
Rd21; NB ETL Fr 370	point125	125	1999	67	197	67	0	0	4	67	0	0
	point126	126										
Rd22; NB ETL Fr 370	point127	127	1226	67	121	67	0	0	3	67	0	0
	point128	128										
Rd23; NB ETL Before Off Ramp	point129	129	3225	67	318	67	0	0	7	67	0	0
	point130	130	3225	67	318	67	0	0	7	67	0	0
	point131	131										
Rd24; NB ETL Off Ramp to 117	point215	215	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0
	point135	135	0	0	0	0	0	0	0	0	0	0
	point136	136	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0
	point140	140	0	0	0	0	0	0	0	0	0	0
	point141	141	0	0	0	0	0	0	0	0	0	0
	point142	142	0	0	0	0	0	0	0	0	0	0
	point143	143	0	0	0	0	0	0	0	0	0	0
	point144	144	0	0	0	0	0	0	0	0	0	0
	point145	145	0	0	0	0	0	0	0	0	0	0
	point146	146	0	0	0	0	0	0	0	0	0	0
	point147	147	0	0	0	0	0	0	0	0	0	0
	point148	148	0	0	0	0	0	0	0	0	0	0
	point149	149	0	0	0	0	0	0	0	0	0	0
	point150	150	0	0	0	0	0	0	0	0	0	0
	point151	151										
Rd25; SB ETL fr 117 on ramp to split	point153	153	1334	65	133	65	0	0	8	65	0	0
	point154	154	1334	65	133	65	0	0	8	65	0	0
	point155	155	1334	65	133	65	0	0	8	65	0	0
	point156	156	1334	65	133	65	0	0	8	65	0	0
	point157	157	1334	65	133	65	0	0	8	65	0	0
	point158	158	1334	65	133	65	0	0	8	65	0	0
	point 159	159	1334	65	133	65	0	0	8	65	0	0

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	point160	160	1334	65	133	65	0	0	8	65	0	0
	point161	161										
Rd26; SB ETL Eastern Split	point162	162	882	65	88	65	0	0	5	65	0	0
	point163	163	882	65	88	65	0	0	5	65	0	0
	point164	164										
Rd27; SB ETL Western Split	point165	165	452	65	45	65	0	0	3	65	0	0
	point166	166	452	65	45	65	0	0	3	65	0	0
	point167	167										
Rd28; SB ETL on ramo fr 117	point168	168	0	0	0	0	0	0	0	0	0	0
	point169	169	0	0	0	0	0	0	0	0	0	0
	point170	170	0	0	0	0	0	0	0	0	0	0
	point171	171	0	0	0	0	0	0	0	0	0	0
	point172	172	0	0	0	0	0	0	0	0	0	0
	point173	173	0	0	0	0	0	0	0	0	0	0
	point174	174	0	0	0	0	0	0	0	0	0	0
	point175	175	0	0	0	0	0	0	0	0	0	0
	point176	176	0	0	0	0	0	0	0	0	0	0
	point177	177	0	0	0	0	0	0	0	0	0	0
	point178	178	0	0	0	0	0	0	0	0	0	0
	point179	179	0	0	0	0	0	0	0	0	0	0
	point180	180	0	0	0	0	0	0	0	0	0	0
	point181	181	0	0	0	0	0	0	0	0	0	0
	point182	182	0	0	0	0	0	0	0	0	0	0
	point183	183	0	0	0	0	0	0	0	0	0	0
	point184	184	0	0	0	0	0	0	0	0	0	0
	point185	185	0	0	0	0	0	0	0	0	0	0
	point186	186	0	0	0	0	0	0	0	0	0	0
	point214	214										
Rd29; SB 270 to On ramp from 117	point187	187	3341	63	250	63	81	63	4	63	0	0
	point188	188	3341	63	250	63	81	63	4	63	0	0
	point189	189	3341	63	250	63	81	63	4	63	0	0
	point190	190										
Rd30; SB 270 On ramp fr 117	point191	191	954	30	71	30	23	30	1	30	0	0
	point192	192	954	30	71	30	23	30	1	30	0	0
	point193	193	954	30	71	30	23	30	1	30	0	0
	point194	194	954	30	71	30	23	30	1	30	0	0
	point195	195	954	30	71	30	23	30	1	30	0	0
	point196	196	954	30	71	30	23	30	1	30	0	0
	point197	197	954	30	71	30	23	30	1	30	0	0
	point198	198	954	30	71	30	23	30	1	30	0	0
	point199	199	954	30	71	30	23	30	1	30	0	0
	point200	200	954	30	71	30	23	30	1	30	0	0
	point201	201	954	30	71	30	23	30	1	30	0	0
	point202	202	954	30	71	30	23	30	1	30	0	0
	point203	203	954	30	71	30	23	30	1	30	0	0
	point204	204	954	30	71	30	23	30	1	30	0	0
	point205	205	954	30	71	30	23	30	1	30	0	0
	point206	206	954	30	71	30	23	30	1	30	0	0

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		point207	207	954	30	71	30	23	30	1	30	0	0
		point208	208	954	30	71	30	23	30	1	30	0	0
		point209	209										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P6-10 **Alternative 6 PM Receptors H-6 to H-10**

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S		V	S	V	S	V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; NB ETL	PT1	1	2682	63		289	63	0	0	4	63	0	0
	PT2	2											
Roadway2 ; MBROOK EB TO 270 SB	PT1	5	248	30		15	30	11	30	0	0	0	0
	PT2	6	248	30		15	30	11	30	0	0	0	0
	PT3	7											
Roadway3 ; MBROOK EB	PT1	8	1095	45		17	45	12	45	1	45	0	0
	PT2	9											
Roadway4 ; MBROOK EB	PT1	10	1095	45		17	45	12	45	1	45	0	0
	PT2	11	1095	45		17	45	12	45	1	45	0	0
	PT3	12	1095	45		17	45	12	45	1	45	0	0
	PT4	13	1095	45		17	45	12	45	1	45	0	0
	PT5	14	1095	45		17	45	12	45	1	45	0	0
	PT6	15											
Roadway5 ; MBROOK WB	PT1	16	1850	45		44	45	31	45	2	45	0	0
	PT2	17	1850	45		44	45	31	45	2	45	0	0
	PT3	18											
Roadway6 ; MBROOK WB	PT1	19	2251	45		44	45	30	45	0	0	0	0
	PT2	20	2251	45		44	45	30	45	0	0	0	0
	PT3	21	2251	45		44	45	30	45	0	0	0	0
	PT4	22	2251	45		44	45	30	45	0	0	0	0
	PT5	23											
Roadway7 ; MBROOK WB	PT1	24	2009	45		39	45	27	45	0	0	0	0
	PT2	25	2009	45		39	45	27	45	0	0	0	0
	PT3	26	2009	45		39	45	27	45	0	0	0	0
	PT4	27											
Roadway8 ; TO SB RAMP	PT1	28	0	0		0	0	0	0	0	0	0	0
	PT2	29											
Roadway9 ; SB RAMP FR WB MBROOK	PT1	30	0	0		0	0	0	0	0	0	0	0
	PT2	31	0	0		0	0	0	0	0	0	0	0
	PT3	32											
Roadway10 ; NB ETL	PT1	33	2682	63		289	63	0	0	4	63	0	0
	PT2	34	2682	63		289	63	0	0	4	63	0	0
	PT3	35	2682	63		289	63	0	0	4	63	0	0

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	PT4	36	2682	63	289	63	0	0	4	63	0	0
	PT5	37	2682	63	289	63	0	0	4	63	0	0
	PT6	38	2682	63	289	63	0	0	4	63	0	0
	PT7	39	2682	63	289	63	0	0	4	63	0	0
	PT8	40	2682	63	289	63	0	0	4	63	0	0
	PT9	41	2682	63	289	63	0	0	4	63	0	0
	PT10	42	2682	63	289	63	0	0	4	63	0	0
	PT11	43	2682	63	289	63	0	0	4	63	0	0
	PT12	44	2682	63	289	63	0	0	4	63	0	0
	PT13	45	2682	63	289	63	0	0	4	63	0	0
	PT14	46	2682	63	289	63	0	0	4	63	0	0
	point224	224	2682	63	289	63	0	0	4	63	0	0
	PT15	47										
Roadway11 ; NB ETL (Bridge)	PT1	48	2682	63	289	63	0	0	4	63	0	0
	PT2	49										
Roadway12 ; NB ETL	PT1	50	2682	63	289	63	0	0	4	63	0	0
	PT2	51	2682	63	289	63	0	0	4	63	0	0
	PT3	52	2682	63	289	63	0	0	4	63	0	0
	PT4	53										
Roadway13 ; NB OFF TO MBROOK	PT1	54	388	30	7	30	5	30	1	30	0	0
	PT2	55	388	30	7	30	5	30	1	30	0	0
	PT3	56	388	30	7	30	5	30	1	30	0	0
	PT4	57	388	30	7	30	5	30	1	30	0	0
	PT5	58	388	30	7	30	5	30	1	30	0	0
	PT6	59	388	30	7	30	5	30	1	30	0	0
	PT7	60	388	30	7	30	5	30	1	30	0	0
	PT8	61	388	30	7	30	5	30	1	30	0	0
	PT9	62	388	30	7	30	5	30	1	30	0	0
	PT10	63	388	30	7	30	5	30	1	30	0	0
	PT11	64	388	30	7	30	5	30	1	30	0	0
	PT12	65	388	30	7	30	5	30	1	30	0	0
	PT13	66	388	30	7	30	5	30	1	30	0	0
	PT14	67	388	30	7	30	5	30	1	30	0	0
	PT15	68										
Roadway14 ; SB ETL	PT1	69	991	63	106	63	0	0	4	63	0	0
	PT2	70	991	63	106	63	0	0	4	63	0	0
	PT3	71	991	63	106	63	0	0	4	63	0	0
	PT4	72	991	63	106	63	0	0	4	63	0	0
	PT5	73	991	63	106	63	0	0	4	63	0	0
	PT6	74	991	63	106	63	0	0	4	63	0	0
	PT7	75	991	63	106	63	0	0	4	63	0	0
	PT8	76										
Roadway15 ; SB ETL (Bridge)	PT1	77	991	63	106	63	0	0	4	63	0	0
	PT2	78										
Roadway16 ; SB ETL	PT1	79	991	63	106	63	0	0	4	63	0	0
	PT2	80	991	63	106	63	0	0	4	63	0	0
	PT3	81	991	63	106	63	0	0	4	63	0	0

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	PT4	82	991	63	106	63	0	0	4	63	0	0
	PT5	83	991	63	106	63	0	0	4	63	0	0
	PT6	84	991	63	106	63	0	0	4	63	0	0
	PT7	85	991	63	106	63	0	0	4	63	0	0
	PT8	86	991	63	106	63	0	0	4	63	0	0
	PT9	87	991	63	106	63	0	0	4	63	0	0
	PT10	88	991	63	106	63	0	0	4	63	0	0
	PT11	89	991	63	106	63	0	0	4	63	0	0
	PT12	90	991	63	106	63	0	0	4	63	0	0
	PT13	91	991	63	106	63	0	0	4	63	0	0
	PT14	92	991	63	106	63	0	0	4	63	0	0
	PT15	93	991	63	106	63	0	0	4	63	0	0
	PT16	94	991	63	106	63	0	0	4	63	0	0
	PT17	95	991	63	106	63	0	0	4	63	0	0
	PT18	96	991	63	106	63	0	0	4	63	0	0
	PT19	97										
Roadway17 ; SB ETL	PT1	98	991	63	106	63	0	0	4	63	0	0
	PT2	99	991	63	106	63	0	0	4	63	0	0
	PT3	100	991	63	106	63	0	0	4	63	0	0
	PT4	101	991	63	106	63	0	0	4	63	0	0
	PT5	102	991	63	106	63	0	0	4	63	0	0
	PT6	180										
Roadway18 ; SB ON RAMP	PT1	103	474	30	29	30	21	30	0	0	0	0
	PT2	104	474	30	29	30	21	30	0	0	0	0
	PT3	105	474	30	29	30	21	30	0	0	0	0
	PT4	106	474	30	29	30	21	30	0	0	0	0
	PT5	107	474	30	29	30	21	30	0	0	0	0
	PT6	108	474	30	29	30	21	30	0	0	0	0
	PT7	109										
Roadway19 ; NB OFF RAMP	PT1	110	606	30	11	30	8	30	1	30	0	0
	PT2	111	606	30	11	30	8	30	1	30	0	0
	PT3	112	606	30	11	30	8	30	1	30	0	0
	PT4	113	606	30	11	30	8	30	1	30	0	0
	PT5	114	606	30	11	30	8	30	1	30	0	0
	PT6	115	606	30	11	30	8	30	1	30	0	0
	PT7	116	606	30	11	30	8	30	1	30	0	0
	PT8	117	606	30	11	30	8	30	1	30	0	0
	PT9	118										
Roadway20 ; NB 270	PT1	119	6184	61	108	61	77	61	13	61	0	0
	PT2	120	6184	61	108	61	77	61	13	61	0	0
	PT3	121	6184	61	108	61	77	61	13	61	0	0
	PT4	122	6184	61	108	61	77	61	13	61	0	0
	PT5	123	6184	61	108	61	77	61	13	61	0	0
	PT6	124	6184	61	108	61	77	61	13	61	0	0
	PT7	125	6184	61	108	61	77	61	13	61	0	0
	PT8	126	6184	61	108	61	77	61	13	61	0	0
	PT9	127	6184	61	108	61	77	61	13	61	0	0

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	PT10	128	6184	61	108	61	77	61	13	61	0	0
	PT11	129	6184	61	108	61	77	61	13	61	0	0
	PT12	130	6184	61	108	61	77	61	13	61	0	0
	PT13	131	6184	61	108	61	77	61	13	61	0	0
	PT14	132										
Roadway21 ; NB 270	PT1	133	6184	61	108	61	77	61	13	61	0	0
	PT2	134	6184	61	108	61	77	61	13	61	0	0
	PT3	135	6184	61	108	61	77	61	13	61	0	0
	PT4	136	6184	61	108	61	77	61	13	61	0	0
	PT5	137	6184	61	108	61	77	61	13	61	0	0
	PT6	138	6184	61	108	61	77	61	13	61	0	0
	PT7	139	6184	61	108	61	77	61	13	61	0	0
	PT8	140	6184	61	108	61	77	61	13	61	0	0
	PT9	141										
Roadway22 ; NB 270	PT1	142	5578	62	98	62	69	62	12	62	0	0
	PT2	143										
Roadway23 ; NB 270	PT1	144	5578	62	98	62	69	62	12	62	0	0
	PT2	145										
Roadway24 ; NB 270	PT1	146	5578	62	98	62	69	62	12	62	0	0
	PT2	147	5578	62	98	62	69	62	12	62	0	0
	PT3	148										
Roadway25 ; NB 270	PT1	149	4826	62	305	62	214	62	5	62	0	0
	PT2	150	4826	62	305	62	214	62	5	62	0	0
	PT3	151	4826	62	305	62	214	62	5	62	0	0
	PT4	152	4826	62	305	62	214	62	5	62	0	0
	PT5	153										
Roadway27 ; SB 270	PT1	158	3025	65	188	65	134	65	0	0	0	0
	PT2	159										
Roadway28 ; SB 270	PT1	160	3025	65	188	65	134	65	0	0	0	0
	PT2	161										
Roadway29 ; SB 270	PT1	162	3530	66	202	66	143	66	0	0	0	0
	PT2	163										
Rd31; NB ETL to Middlebrook	point178	178	2682	63	289	63	0	0	4	63	0	0
	point179	179										
Rd32; SB 270 (6 Lanes)	point181	181	3025	65	188	65	134	65	0	0	0	0
	point182	182										
Rdy33; SB 270 (5 Lanes)	point183	183	3025	65	188	65	134	65	0	0	0	0
	point184	184										
Rd34; SB 270 (4 Lanes)	point185	185	3025	65	188	65	134	65	0	0	0	0
	point186	186										
Rd35; SB 270 to Off Ramp	point187	187	3530	66	202	66	143	66	0	0	0	0
	point188	188	3530	66	202	66	143	66	0	0	0	0
	point189	189	3530	66	202	66	143	66	0	0	0	0
	point190	190	3530	66	202	66	143	66	0	0	0	0
	point191	191	3530	66	202	66	143	66	0	0	0	0
	point192	192	3530	66	202	66	143	66	0	0	0	0
	point193	193	3530	66	202	66	143	66	0	0	0	0

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	point194	194	3530	66	202	66	143	66	0	0	0	0
	point195	195	3530	66	202	66	143	66	0	0	0	0
	point196	196	3530	66	202	66	143	66	0	0	0	0
	point197	197	3530	66	202	66	143	66	0	0	0	0
	point198	198	3530	66	202	66	143	66	0	0	0	0
	point199	199										
Rd37; SB 270 from Off Ramp	point200	200	2938	66	168	66	119	66	0	0	0	0
	point201	201	2938	66	168	66	119	66	0	0	0	0
	point202	202	2938	66	168	66	119	66	0	0	0	0
	point203	203										
Rd 39; SB Off Ramp fr 270	point214	214	592	30	34	30	24	30	0	0	0	0
	point215	215	592	30	34	30	24	30	0	0	0	0
	point216	216	592	30	34	30	24	30	0	0	0	0
	point217	217	592	30	34	30	24	30	0	0	0	0
	point218	218	592	30	34	30	24	30	0	0	0	0
	point219	219										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P11-13 **Alternative 6 PM Receptors H-11 to H-13**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	4718	52	298	52	204	52	0	0	0	0	0
	PT2	2	4718	52	298	52	204	52	0	0	0	0	0
	PT3	3	4718	52	298	52	204	52	0	0	0	0	0
	PT4	4											
Roadway3 ; NB ON RAMP fr Father H	PT1	13	406	30	26	30	18	30	0	0	0	0	0
	PT2	14	406	30	26	30	18	30	0	0	0	0	0
	PT3	15	406	30	26	30	18	30	0	0	0	0	0
	PT4	16	406	30	26	30	18	30	0	0	0	0	0
	PT5	17	406	30	26	30	18	30	0	0	0	0	0
	PT6	18	406	30	26	30	18	30	0	0	0	0	0
	PT7	19	406	30	26	30	18	30	0	0	0	0	0
	PT8	20	406	30	26	30	18	30	0	0	0	0	0
	PT9	21											
Roadway5 ; 270 SB to off to F. Hurley	PT1	34	3034	60	199	60	132	60	0	0	0	0	0
	PT2	35	3034	60	199	60	132	60	0	0	0	0	0
	PT3	36	3034	60	199	60	132	60	0	0	0	0	0
	PT4	37	3034	60	199	60	132	60	0	0	0	0	0
	PT5	38	3034	60	199	60	132	60	0	0	0	0	0
	PT6	39	3034	60	199	60	132	60	0	0	0	0	0
	PT7	40	3034	60	199	60	132	60	0	0	0	0	0
	PT8	41	3034	60	199	60	132	60	0	0	0	0	0
	PT9	42	3034	60	199	60	132	60	0	0	0	0	0
	PT10	43											
Rd 6 ;SB 270 @ Father Hurley	PT1	44	2337	60	153	60	101	60	0	0	0	0	0
	PT2	45	2337	60	153	60	101	60	0	0	0	0	0
	PT3	46	2337	60	153	60	101	60	0	0	0	0	0
	PT4	47	2337	60	153	60	101	60	0	0	0	0	0
	PT5	48	2337	60	153	60	101	60	0	0	0	0	0
	PT6	49											
Roadway7 ; SB OFF to Father Hurley	PT1	50	697	30	46	30	30	30	0	0	0	0	0
	PT2	51	697	30	46	30	30	30	0	0	0	0	0
	PT3	52	697	30	46	30	30	30	0	0	0	0	0
	PT4	53	697	30	46	30	30	30	0	0	0	0	0

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	PT5	54	697	30	46	30	30	30	0	0	0	0
	PT6	55										
Roadway9 ; SB ETL	PT1	67	831	62	93	62	0	0	2	62	0	0
	PT2	68	831	62	93	62	0	0	2	62	0	0
	PT3	69	831	62	93	62	0	0	2	62	0	0
	PT4	70	831	62	93	62	0	0	2	62	0	0
	PT5	71	831	62	93	62	0	0	2	62	0	0
	PT6	72	831	62	93	62	0	0	2	62	0	0
	PT7	73	831	62	93	62	0	0	2	62	0	0
	PT8	74	831	62	93	62	0	0	2	62	0	0
	PT9	75	831	62	93	62	0	0	2	62	0	0
	PT10	76	831	62	93	62	0	0	2	62	0	0
	PT11	77	831	62	93	62	0	0	2	62	0	0
	PT12	78	831	62	93	62	0	0	2	62	0	0
	PT13	79	831	62	93	62	0	0	2	62	0	0
	PT14	80	831	62	93	62	0	0	2	62	0	0
	PT15	81										
Rd 11; NB 270 fr F Hurley (5 Lanes)	point82	82	5125	52	323	52	221	52	0	0	0	0
	point83	83										
Rd 12; NB 270 (4 lanes)	point84	84	5125	52	323	52	221	52	0	0	0	0
	point85	85	5125	52	323	52	221	52	0	0	0	0
	point86	86	5125	52	323	52	221	52	0	0	0	0
	point87	87	5125	52	323	52	221	52	0	0	0	0
	point88	88	5125	52	323	52	221	52	0	0	0	0
	point89	89	5125	52	323	52	221	52	0	0	0	0
	point90	90	5125	52	323	52	221	52	0	0	0	0
	point91	91	5125	52	323	52	221	52	0	0	0	0
	point92	92	5125	52	323	52	221	52	0	0	0	0
	point93	93	5125	52	323	52	221	52	0	0	0	0
	point94	94										
Rd 13; NB ETL	point95	95	2210	62	237	62	0	0	3	62	0	0
	point96	96	2210	62	237	62	0	0	3	62	0	0
	point97	97	2210	62	237	62	0	0	3	62	0	0
	point98	98	2210	62	237	62	0	0	3	62	0	0
	point99	99	2210	62	237	62	0	0	3	62	0	0
	point100	100	2210	62	237	62	0	0	3	62	0	0
	point101	101	2210	62	237	62	0	0	3	62	0	0
	point102	102	2210	62	237	62	0	0	3	62	0	0
	point103	103	2210	62	237	62	0	0	3	62	0	0
	point104	104	2210	62	237	62	0	0	3	62	0	0
	point105	105	2210	62	237	62	0	0	3	62	0	0
	point106	106	2210	62	237	62	0	0	3	62	0	0
	point107	107	2210	62	237	62	0	0	3	62	0	0
	point108	108										
Rd 14; SB 270 fr Father Hurley	point109	109	2337	60	153	60	101	60	0	0	0	0
	point110	110										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P14-16 **Alternative 6 PM Receptors H-14 to H-16**

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; FREDERIC RD	PT1	24	0	0	0	0	0	0	0	0	0	0	0
	PT2	25	0	0	0	0	0	0	0	0	0	0	0
	PT3	26	0	0	0	0	0	0	0	0	0	0	0
	PT4	27	0	0	0	0	0	0	0	0	0	0	0
	PT5	28	0	0	0	0	0	0	0	0	0	0	0
	PT6	29	0	0	0	0	0	0	0	0	0	0	0
	PT7	30	0	0	0	0	0	0	0	0	0	0	0
	PT8	31	0	0	0	0	0	0	0	0	0	0	0
	PT9	32	0	0	0	0	0	0	0	0	0	0	0
	PT10	33	0	0	0	0	0	0	0	0	0	0	0
	PT11	34	0	0	0	0	0	0	0	0	0	0	0
	PT12	35											
Roadway4 ; COMUS RD	PT1	36	105	30	10	30	10	30	10	30	0	0	0
	PT2	37											
Roadway5 ; COMUS RD (Bridge)	PT1	38	105	30	10	30	10	30	10	30	0	0	0
	PT2	39											
Roadway6 ; COMUS RD	PT1	40	105	30	10	30	10	30	10	30	0	0	0
	PT2	41	105	30	10	30	10	30	10	30	0	0	0
	PT3	42	105	30	10	30	10	30	10	30	0	0	0
	PT4	43											
Rd 13; NB 270 (3Lanes)	point89	89	4038	57	347	57	241	57	241	57	0	0	0
	point90	90											
Rd 14; NB 270 (2 Lanes)	point91	91	4038	57	347	57	241	57	241	57	0	0	0
	point92	92	4038	57	347	57	241	57	241	57	0	0	0
	point93	93	4038	57	347	57	241	57	241	57	0	0	0
	point94	94	4038	57	347	57	241	57	241	57	0	0	0
	point95	95	4038	57	347	57	241	57	241	57	0	0	0
	point96	96	4038	57	347	57	241	57	241	57	0	0	0
	point97	97	4038	57	347	57	241	57	241	57	0	0	0
	point98	98	4038	57	347	57	241	57	241	57	0	0	0
	point99	99											
Rd 16; NB ETL from Off to 270	point102	102	1504	62	218	62	0	0	0	3	62	0	0
	point103	103	1504	62	218	62	0	0	0	3	62	0	0

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	point104	104	1504	62	218	62	0	0	3	62	0	0
	point105	105	1504	62	218	62	0	0	3	62	0	0
	point106	106	1504	62	218	62	0	0	3	62	0	0
	point107	107	1504	62	218	62	0	0	3	62	0	0
	point108	108	1504	62	218	62	0	0	3	62	0	0
	point109	109	1504	62	218	62	0	0	3	62	0	0
	point110	110	1504	62	218	62	0	0	3	62	0	0
	point111	111	1504	62	218	62	0	0	3	62	0	0
	point112	112										
Rd 18; SB ETL to Off to 270	point115	115	565	62	83	62	0	0	2	62	0	0
	point116	116	565	62	83	62	0	0	2	62	0	0
	point117	117	565	62	83	62	0	0	2	62	0	0
	point118	118	565	62	83	62	0	0	2	62	0	0
	point119	119	565	62	83	62	0	0	2	62	0	0
	point120	120	565	62	83	62	0	0	2	62	0	0
	point121	121	565	62	83	62	0	0	2	62	0	0
	point122	122	565	62	83	62	0	0	2	62	0	0
	point123	123	565	62	83	62	0	0	2	62	0	0
	point124	124	565	62	83	62	0	0	2	62	0	0
	point125	125	565	62	83	62	0	0	2	62	0	0
	point126	126	565	62	83	62	0	0	2	62	0	0
	point127	127	565	62	83	62	0	0	2	62	0	0
	point128	128	565	62	83	62	0	0	2	62	0	0
	point129	129	565	62	83	62	0	0	2	62	0	0
	point130	130	565	62	83	62	0	0	2	62	0	0
	point131	131	565	62	83	62	0	0	2	62	0	0
	point132	132	565	62	83	62	0	0	2	62	0	0
	point133	133										
Rd 19; SB ETL From Off to 270	point134	134	565	62	83	62	0	0	2	62	0	0
	point135	135										
Rd 20; SB ETL Off to 270	point136	136	0	0	0	0	0	0	0	0	0	0
	point137	137										
Rd 21; SB 270 to On from ETL	point138	138	1940	58	169	58	116	58	2	58	0	0
	point139	139	1940	58	169	58	116	58	2	58	0	0
	point140	140	1940	58	169	58	116	58	2	58	0	0
	point141	141	1940	58	169	58	116	58	2	58	0	0
	point142	142	1940	58	169	58	116	58	2	58	0	0
	point143	143	1940	58	169	58	116	58	2	58	0	0
	point144	144	1940	58	169	58	116	58	2	58	0	0
	point145	145	1940	58	169	58	116	58	2	58	0	0
	point146	146	1940	58	169	58	116	58	2	58	0	0
	point147	147	1940	58	169	58	116	58	2	58	0	0
	point148	148	1940	58	169	58	116	58	2	58	0	0
	point149	149	1940	58	169	58	116	58	2	58	0	0
	point150	150	1940	58	169	58	116	58	2	58	0	0
	point151	151	1940	58	169	58	116	58	2	58	0	0
	point152	152	1940	58	169	58	116	58	2	58	0	0

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		point153	153	1940	58	169	58	116	58	2	58	0	0
		point154	154	1940	58	169	58	116	58	2	58	0	0
		point159	159										
Rd 22; SB 270 fr ETL on (3 Lanes)		point155	155	1744	58	152	58	104	58	2	58	0	0
		point156	156										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P17

Alternative 6 PM Receptor H-17

Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1 ; PEACH TREE RD	PT1	1	0	0	0	0	0	0	0	0	0	0	0
	PT2	2	0	0	0	0	0	0	0	0	0	0	0
	PT3	3	0	0	0	0	0	0	0	0	0	0	0
	PT4	4	0	0	0	0	0	0	0	0	0	0	0
	PT5	5	0	0	0	0	0	0	0	0	0	0	0
	PT6	6	0	0	0	0	0	0	0	0	0	0	0
	PT7	7	0	0	0	0	0	0	0	0	0	0	0
	PT8	8	0	0	0	0	0	0	0	0	0	0	0
	PT9	9	0	0	0	0	0	0	0	0	0	0	0
	PT10	10	0	0	0	0	0	0	0	0	0	0	0
	PT11	11	0	0	0	0	0	0	0	0	0	0	0
	PT12	12											
Roadway3 ; NB ETL	PT1	19	1504	62	218	62	0	0	3	62	0	0	0
	PT2	20	1504	62	218	62	0	0	3	62	0	0	0
	PT3	21	1504	62	218	62	0	0	3	62	0	0	0
	PT4	22	1504	62	218	62	0	0	3	62	0	0	0
	PT5	23	1504	62	218	62	0	0	3	62	0	0	0
	PT6	24	1504	62	218	62	0	0	3	62	0	0	0
	point56	56	1504	62	218	62	0	0	3	62	0	0	0
	point57	57											
Roadway4 ; 270 SB	PT1	25	1689	58	122	58	62	58	2	58	0	0	0
	PT2	26											
Roadway5 ; 270 SB	PT1	27	2005	58	145	58	73	58	2	58	0	0	0
	PT2	28	2005	58	145	58	73	58	2	58	0	0	0
	PT3	29	2005	58	145	58	73	58	2	58	0	0	0
	PT4	30	2005	58	145	58	73	58	2	58	0	0	0
	PT5	31											
Roadway6 ; SB ETL	PT1	32	565	62	83	62	0	0	2	62	0	0	0
	PT2	33	565	62	83	62	0	0	2	62	0	0	0
	PT3	34	565	62	83	62	0	0	2	62	0	0	0
	PT4	35	565	62	83	62	0	0	2	62	0	0	0
	PT5	36	565	62	83	62	0	0	2	62	0	0	0

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	PT6	37	565	62	83	62	0	0	2	62	0	0
	point58	58	565	62	83	62	0	0	2	62	0	0
	point59	59										
Roadway7 ; SB ON RAMP	PT1	38	270	30	20	30	10	30	0	0	0	0
	PT2	39	270	30	20	30	10	30	0	0	0	0
	PT3	40	270	30	20	30	10	30	0	0	0	0
	PT4	41	270	30	20	30	10	30	0	0	0	0
	PT5	42	270	30	20	30	10	30	0	0	0	0
	PT6	43	270	30	20	30	10	30	0	0	0	0
	PT7	44	270	30	20	30	10	30	0	0	0	0
	PT8	45	270	30	20	30	10	30	0	0	0	0
	PT9	46										
Rd 8; NB 270	point47	47	4038	57	347	57	241	57	0	0	0	0
	point48	48	4038	57	347	57	241	57	0	0	0	0
	point49	49	4038	57	347	57	241	57	0	0	0	0
	point50	50	4038	57	347	57	241	57	0	0	0	0
	point51	51	4038	57	347	57	241	57	0	0	0	0
	point52	52	4038	57	347	57	241	57	0	0	0	0
	point53	53	4038	57	347	57	241	57	0	0	0	0
	point54	54	4038	57	347	57	241	57	0	0	0	0
	point55	55										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_P18-20 **Alternative 6 PM Receptors H-18 to H-20**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1	PT1	1	3350	59		266	59	235	59	4	59	0	0
	PT2	2	3350	59		266	59	235	59	4	59	0	0
	PT3	3	3350	59		266	59	235	59	4	59	0	0
	PT4	4	3350	59		266	59	235	59	4	59	0	0
	PT5	5	3350	59		266	59	235	59	4	59	0	0
	PT6	6	3350	59		266	59	235	59	4	59	0	0
	PT7	7											
Roadway2 ; NB 270	PT1	8	3219	59		255	59	226	59	4	59	0	0
	PT2	9	3219	59		255	59	226	59	4	59	0	0
	PT3	10	3219	59		255	59	226	59	4	59	0	0
	PT4	11	3219	59		255	59	226	59	4	59	0	0
	PT5	12	3219	59		255	59	226	59	4	59	0	0
	PT6	13	3219	59		255	59	226	59	4	59	0	0
	PT7	14	3219	59		255	59	226	59	4	59	0	0
	PT8	15	3219	59		255	59	226	59	4	59	0	0
	PT9	16	3219	59		255	59	226	59	4	59	0	0
	PT10	17	3219	59		255	59	226	59	4	59	0	0
	PT11	18	3219	59		255	59	226	59	4	59	0	0
	PT12	19	3219	59		255	59	226	59	4	59	0	0
	PT13	20											
Roadway3 ; NB 270	PT1	21	4095	58		304	58	271	58	0	0	0	0
	PT2	22	4095	58		304	58	271	58	0	0	0	0
	PT3	23	4095	58		304	58	271	58	0	0	0	0
	PT4	24	4095	58		304	58	271	58	0	0	0	0
	PT5	25	4095	58		304	58	271	58	0	0	0	0
	PT6	26	4095	58		304	58	271	58	0	0	0	0
	PT7	27	4095	58		304	58	271	58	0	0	0	0
	PT8	28	4095	58		304	58	271	58	0	0	0	0
	PT9	29	4095	58		304	58	271	58	0	0	0	0
	PT10	30	4095	58		304	58	271	58	0	0	0	0
	PT11	31	4095	58		304	58	271	58	0	0	0	0
	PT12	32	4095	58		304	58	271	58	0	0	0	0
	PT13	33	4095	58		304	58	271	58	0	0	0	0
	PT14	34	4095	58		304	58	271	58	0	0	0	0
	PT15	35	4095	58		304	58	271	58	0	0	0	0
	PT16	36	4095	58		304	58	271	58	0	0	0	0
	PT17	37	4095	58		304	58	271	58	0	0	0	0
	PT18	38	4095	58		304	58	271	58	0	0	0	0
	PT19	39											

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Roadway4 ; 270 NB	PT1	40	4095	58	304	58	271	58	0	0	0	0
	PT2	41	4095	58	304	58	271	58	0	0	0	0
	PT3	42	4095	58	304	58	271	58	0	0	0	0
	point318	318	4095	58	304	58	271	58	0	0	0	0
	PT4	43	4095	58	304	58	271	58	0	0	0	0
	PT5	44	4095	58	304	58	271	58	0	0	0	0
	PT6	45	4095	58	304	58	271	58	0	0	0	0
	PT7	46	4095	58	304	58	271	58	0	0	0	0
	PT8	47	4095	58	304	58	271	58	0	0	0	0
	PT9	48	4095	58	304	58	271	58	0	0	0	0
	PT10	49	4095	58	304	58	271	58	0	0	0	0
	PT11	50	4095	58	304	58	271	58	0	0	0	0
	PT12	51										
Roadway 5 ; 270 NB	PT1	52	4095	58	304	58	271	58	0	0	0	0
	PT2	53										
Roadway6 ; NB ETL	PT1	54	1487	62	210	62	0	0	3	62	0	0
	PT2	55	1487	62	210	62	0	0	3	62	0	0
	PT3	56	1487	62	210	62	0	0	3	62	0	0
	PT4	57	1487	62	210	62	0	0	3	62	0	0
	PT5	58	1487	62	210	62	0	0	3	62	0	0
	PT6	59	1487	62	210	62	0	0	3	62	0	0
	PT7	60	1487	62	210	62	0	0	3	62	0	0
	PT8	61	1487	62	210	62	0	0	3	62	0	0
	PT9	62										
Roadway7 ; NB ETL	PT1	63	1487	62	210	62	0	0	3	62	0	0
	PT2	64	1487	62	210	62	0	0	3	62	0	0
	PT3	65										
Roadway8 ; NB ETL	PT1	66	1487	62	210	62	0	0	3	62	0	0
	PT2	67	1487	62	210	62	0	0	3	62	0	0
	PT3	68	1487	62	210	62	0	0	3	62	0	0
	PT4	69	1487	62	210	62	0	0	3	62	0	0
	PT5	70	1487	62	210	62	0	0	3	62	0	0
	PT6	71	1487	62	210	62	0	0	3	62	0	0
	PT7	72	1487	62	210	62	0	0	3	62	0	0
	PT8	73	1487	62	210	62	0	0	3	62	0	0
	PT9	74	1487	62	210	62	0	0	3	62	0	0
	PT10	75	1487	62	210	62	0	0	3	62	0	0
	PT11	76	1487	62	210	62	0	0	3	62	0	0
	PT12	77	1487	62	210	62	0	0	3	62	0	0
	PT13	78	1487	62	210	62	0	0	3	62	0	0
	PT14	79	1487	62	210	62	0	0	3	62	0	0
	PT15	80	1487	62	210	62	0	0	3	62	0	0
	PT16	81	1487	62	210	62	0	0	3	62	0	0
	PT17	82	1487	62	210	62	0	0	3	62	0	0
	PT18	83	1487	62	210	62	0	0	3	62	0	0
	PT19	84										
Roadway9 ; NB ETL	PT1	85	1487	62	210	62	0	0	3	62	0	0
	PT2	86	1487	62	210	62	0	0	3	62	0	0
	PT3	87	1487	62	210	62	0	0	3	62	0	0
	PT4	88	1487	62	210	62	0	0	3	62	0	0
	PT5	89	1487	62	210	62	0	0	3	62	0	0
	PT6	90	1487	62	210	62	0	0	3	62	0	0
	PT7	91	1487	62	210	62	0	0	3	62	0	0

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	PT8	92	1487	62	210	62	0	0	3	62	0	0
	PT9	93	1487	62	210	62	0	0	3	62	0	0
	PT10	94	1487	62	210	62	0	0	3	62	0	0
	PT11	95										
Roadway10 ; NB ETL	PT1	96	1487	62	210	62	0	0	3	62	0	0
	PT2	97	1487	62	210	62	0	0	3	62	0	0
	point316	316	1487	62	210	62	0	0	3	62	0	0
	PT3	98	1487	62	210	62	0	0	3	62	0	0
	PT4	99	1487	62	210	62	0	0	3	62	0	0
	PT5	100	1487	62	210	62	0	0	3	62	0	0
	PT6	101	1487	62	210	62	0	0	3	62	0	0
	PT7	102	1487	62	210	62	0	0	3	62	0	0
	PT8	103	1487	62	210	62	0	0	3	62	0	0
	PT9	104	1487	62	210	62	0	0	3	62	0	0
	PT10	105	1487	62	210	62	0	0	3	62	0	0
	PT11	106										
Roadway11 ; NB ETL	PT1	107	1487	62	210	62	0	0	3	62	0	0
	PT2	108										
Roadway12 ; SB ETL	PT1	109	457	62	65	62	0	0	2	62	0	0
	PT2	110	457	62	65	62	0	0	2	62	0	0
	PT3	111	457	62	65	62	0	0	2	62	0	0
	PT4	112	457	62	65	62	0	0	2	62	0	0
	PT5	113	457	62	65	62	0	0	2	62	0	0
	PT6	114	457	62	65	62	0	0	2	62	0	0
	PT7	115	457	62	65	62	0	0	2	62	0	0
	PT8	116	457	62	65	62	0	0	2	62	0	0
	PT9	117	457	62	65	62	0	0	2	62	0	0
	PT10	118	457	62	65	62	0	0	2	62	0	0
	point317	317	457	62	65	62	0	0	2	62	0	0
	PT11	119										
Roadway13 ; SB ETL	PT1	120	457	62	65	62	0	0	2	62	0	0
	PT2	121	457	62	65	62	0	0	2	62	0	0
	PT3	122	457	62	65	62	0	0	2	62	0	0
	PT4	123	457	62	65	62	0	0	2	62	0	0
	PT5	124	457	62	65	62	0	0	2	62	0	0
	PT6	125	457	62	65	62	0	0	2	62	0	0
	PT7	126	457	62	65	62	0	0	2	62	0	0
	PT8	127	457	62	65	62	0	0	2	62	0	0
	PT9	128	457	62	65	62	0	0	2	62	0	0
	PT10	129	457	62	65	62	0	0	2	62	0	0
	PT11	130	457	62	65	62	0	0	2	62	0	0
	PT12	131	457	62	65	62	0	0	2	62	0	0
	PT13	132	457	62	65	62	0	0	2	62	0	0
	PT14	133	457	62	65	62	0	0	2	62	0	0
	PT15	134	457	62	65	62	0	0	2	62	0	0
	PT16	135	457	62	65	62	0	0	2	62	0	0
	PT17	136	457	62	65	62	0	0	2	62	0	0
	PT18	137										
Roadway14 ; SB ETL	PT1	139	457	62	65	62	0	0	2	62	0	0
	PT2	140	457	62	65	62	0	0	2	62	0	0
	PT3	141	457	62	65	62	0	0	2	62	0	0
	PT4	142	457	62	65	62	0	0	2	62	0	0
	PT5	143	457	62	65	62	0	0	2	62	0	0

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		PT6	144	457	62	65	62	0	0	2	62	0	0
		PT7	145	457	62	65	62	0	0	2	62	0	0
		PT8	146	457	62	65	62	0	0	2	62	0	0
		PT9	147	457	62	65	62	0	0	2	62	0	0
		PT10	148	457	62	65	62	0	0	2	62	0	0
		PT11	149	457	62	65	62	0	0	2	62	0	0
		PT12	150	457	62	65	62	0	0	2	62	0	0
		PT13	151	457	62	65	62	0	0	2	62	0	0
		PT14	152										
Roadway15 ; SB ETL		PT1	153	457	62	65	62	0	0	2	62	0	0
		PT2	154	457	62	65	62	0	0	2	62	0	0
		PT3	155	457	62	65	62	0	0	2	62	0	0
		PT4	156	457	62	65	62	0	0	2	62	0	0
		PT5	157	457	62	65	62	0	0	2	62	0	0
		PT6	158	457	62	65	62	0	0	2	62	0	0
		PT7	159	457	62	65	62	0	0	2	62	0	0
		PT8	160	457	62	65	62	0	0	2	62	0	0
		PT9	161	457	62	65	62	0	0	2	62	0	0
		PT10	162	457	62	65	62	0	0	2	62	0	0
		PT11	163										
Roadway16 ; SB 270		PT1	164	1859	58	140	58	123	58	2	58	0	0
		PT2	165	1859	58	140	58	123	58	2	58	0	0
		PT3	166	1859	58	140	58	123	58	2	58	0	0
		PT4	167	1859	58	140	58	123	58	2	58	0	0
		PT5	168	1859	58	140	58	123	58	2	58	0	0
		PT6	169	1859	58	140	58	123	58	2	58	0	0
		PT7	170	1859	58	140	58	123	58	2	58	0	0
		PT8	171	1859	58	140	58	123	58	2	58	0	0
		PT9	172	1859	58	140	58	123	58	2	58	0	0
		PT10	173	1859	58	140	58	123	58	2	58	0	0
		point319	320	1859	58	140	58	123	58	2	58	0	0
		PT11	174										
Roadway17 ; SB 270		PT1	175	1859	58	140	58	123	58	2	58	0	0
		PT2	176	1859	58	140	58	123	58	2	58	0	0
		PT3	177	1859	58	140	58	123	58	2	58	0	0
		PT4	178	1859	58	140	58	123	58	2	58	0	0
		PT5	179	1859	58	140	58	123	58	2	58	0	0
		PT6	180	1859	58	140	58	123	58	2	58	0	0
		PT7	181	1859	58	140	58	123	58	2	58	0	0
		PT8	182	1859	58	140	58	123	58	2	58	0	0
		PT9	183	1859	58	140	58	123	58	2	58	0	0
		PT10	184	1859	58	140	58	123	58	2	58	0	0
		PT11	185	1859	58	140	58	123	58	2	58	0	0
		PT12	186	1859	58	140	58	123	58	2	58	0	0
		PT13	187	1859	58	140	58	123	58	2	58	0	0
		PT14	188	1859	58	140	58	123	58	2	58	0	0
		PT15	189	1859	58	140	58	123	58	2	58	0	0
		PT16	190	1859	58	140	58	123	58	2	58	0	0
		PT17	191	1859	58	140	58	123	58	2	58	0	0
		PT18	192										
Roadway18 ; SB 270 To Off to Mott Rd		PT1	193	1859	58	140	58	123	58	2	58	0	0
		PT2	194	1859	58	140	58	123	58	2	58	0	0
		PT3	195										

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Roadway19 ; SB 270 Bet Off & On	PT1	196	1531	58	116	58	102	58	2	58	0	0
	PT2	197	1531	58	116	58	102	58	2	58	0	0
	PT3	198	1531	58	116	58	102	58	2	58	0	0
	PT4	199	1531	58	116	58	102	58	2	58	0	0
	PT5	200	1531	58	116	58	102	58	2	58	0	0
	PT6	201	1531	58	116	58	102	58	2	58	0	0
	PT7	202	1531	58	116	58	102	58	2	58	0	0
	PT8	203	1531	58	116	58	102	58	2	58	0	0
	PT9	204	1531	58	116	58	102	58	2	58	0	0
	PT10	205	1531	58	116	58	102	58	2	58	0	0
	PT11	206										
Roadway21 ; NB OFF RAMP	PT1	219	131	30	10	30	9	30	0	0	0	0
	PT2	220	131	30	10	30	9	30	0	0	0	0
	PT3	221	131	30	10	30	9	30	0	0	0	0
	PT4	222	131	30	10	30	9	30	0	0	0	0
	PT5	223	131	30	10	30	9	30	0	0	0	0
	PT6	224	131	30	10	30	9	30	0	0	0	0
	PT7	225	131	30	10	30	9	30	0	0	0	0
	PT8	226	131	30	10	30	9	30	0	0	0	0
	PT9	227	131	30	10	30	9	30	0	0	0	0
	PT10	228	131	30	10	30	9	30	0	0	0	0
	PT11	229										
Roadway22 ; NB ON RAMP	PT1	230	848	30	67	30	59	30	0	0	0	0
	PT2	231	848	30	67	30	59	30	0	0	0	0
	PT3	232	848	30	67	30	59	30	0	0	0	0
	PT4	233	848	30	67	30	59	30	0	0	0	0
	PT5	234	848	30	67	30	59	30	0	0	0	0
	PT6	235	848	30	67	30	59	30	0	0	0	0
	PT7	236	848	30	67	30	59	30	0	0	0	0
	PT8	237	848	30	67	30	59	30	0	0	0	0
	PT9	238	848	30	67	30	59	30	0	0	0	0
	PT10	239										
Roadway23 ; SB OFF RAMP	PT1	240	328	30	25	30	22	30	0	0	0	0
	PT2	241	328	30	25	30	22	30	0	0	0	0
	PT3	242	328	30	25	30	22	30	0	0	0	0
	PT4	243	328	30	25	30	22	30	0	0	0	0
	PT5	244	328	30	25	30	22	30	0	0	0	0
	PT6	245	328	30	25	30	22	30	0	0	0	0
	PT7	246	328	30	25	30	22	30	0	0	0	0
	PT8	247	328	30	25	30	22	30	0	0	0	0
	PT9	248	328	30	25	30	22	30	0	0	0	0
	PT10	249	328	30	25	30	22	30	0	0	0	0
	PT11	250	328	30	25	30	22	30	0	0	0	0
	PT12	251	328	30	25	30	22	30	0	0	0	0
	PT13	252	328	30	25	30	22	30	0	0	0	0
	PT14	253	328	30	25	30	22	30	0	0	0	0
	PT15	254	328	30	25	30	22	30	0	0	0	0
	PT16	255	328	30	25	30	22	30	0	0	0	0
	PT17	256	328	30	25	30	22	30	0	0	0	0
	PT18	257	328	30	25	30	22	30	0	0	0	0
	PT19	258										
Roadway24 ; SB OFF RAMP	PT1	259	328	30	25	30	22	30	0	0	0	0
	PT2	260	328	30	25	30	22	30	0	0	0	0

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	PT3	261											
Roadway25 ; SB ON RAMP	PT1	262	109	30	9	30	8	30	0	0	0	0	0
	PT2	263	109	30	9	30	8	30	0	0	0	0	0
	PT3	264	109	30	9	30	8	30	0	0	0	0	0
	PT4	265	109	30	9	30	8	30	0	0	0	0	0
	PT5	266	109	30	9	30	8	30	0	0	0	0	0
	PT6	267	109	30	9	30	8	30	0	0	0	0	0
	PT7	268	109	30	9	30	8	30	0	0	0	0	0
	PT8	269	109	30	9	30	8	30	0	0	0	0	0
	PT9	270	109	30	9	30	8	30	0	0	0	0	0
	PT10	271	109	30	9	30	8	30	0	0	0	0	0
	PT11	272	109	30	9	30	8	30	0	0	0	0	0
	PT12	273	109	30	9	30	8	30	0	0	0	0	0
	PT13	274	109	30	9	30	8	30	0	0	0	0	0
	PT14	275	109	30	9	30	8	30	0	0	0	0	0
	PT15	276	109	30	9	30	8	30	0	0	0	0	0
	PT16	277	109	30	9	30	8	30	0	0	0	0	0
	PT17	278											
Roadway26 ; RTE 75 EXT (Bridge)	PT1	279	463	30	20	30	17	30	1	30	0	0	0
	PT2	280											
Roadway27 ; RTE 75 EXT	PT1	281	463	30	20	30	17	30	1	30	0	0	0
	PT2	282											
Roadway28 ; RTE 75 EXT	PT1	283	463	30	20	30	17	30	1	30	0	0	0
	PT2	284											
Rd 29; NB 270 (2 Lanes)	point286	286	3350	59	266	59	235	59	4	59	0	0	0
	point287	287											
Rd 30; NB 270 from On Ramp	point288	288	4095	58	304	58	271	58	0	0	0	0	0
	point289	289	4095	58	304	58	271	58	0	0	0	0	0
	point290	290											
Rd 31; NB off to MD 80	point291	291	131	30	10	30	9	30	0	0	0	0	0
	point292	292	131	30	10	30	9	30	0	0	0	0	0
	point293	293											
Rd 32; SB 270 to On from MD 80	point294	294	1816	58	137	58	120	58	2	58	0	0	0
	point295	295	1816	58	137	58	120	58	2	58	0	0	0
	point296	296											
Rd 33; SB On Ramp fr MD 80	point297	297	44	30	3	30	3	30	0	0	0	0	0
	point298	298	44	30	3	30	3	30	0	0	0	0	0
	point299	299											
Rd 34; SB 270 Fr On Ramp fr MD 80	point300	300	1859	58	140	58	123	58	2	58	0	0	0
	point301	301											
Rd 35; SB 270 fr On Fr Mott Rd	point302	302	1629	56	129	56	114	56	2	56	0	0	0
	point303	303	1629	56	129	56	114	56	2	56	0	0	0
	point304	304	1629	56	129	56	114	56	2	56	0	0	0
	point305	305	1629	56	129	56	114	56	2	56	0	0	0
	point306	306	1629	56	129	56	114	56	2	56	0	0	0
	point307	307	1629	56	129	56	114	56	2	56	0	0	0
	point308	308	1629	56	129	56	114	56	2	56	0	0	0
	point309	309	1629	56	129	56	114	56	2	56	0	0	0
	point310	310											
Rd 36; SB 270	point311	311	1629	56	129	56	114	56	2	56	0	0	0
	point312	312	1629	56	129	56	114	56	2	56	0	0	0
	point313	313	1629	56	129	56	114	56	2	56	0	0	0
	point314	314	1629	56	129	56	114	56	2	56	0	0	0

		point315	315									

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P21-24 **Alternative 6 PM Receptors H-21 to H-24**

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S		V	S	V	S	V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; NB OFF RAMP	PT1	14	197	30	15	30	13	30	0	0	0	0	0
	PT2	15	197	30	15	30	13	30	0	0	0	0	0
	PT3	16	197	30	15	30	13	30	0	0	0	0	0
	PT4	17	197	30	15	30	13	30	0	0	0	0	0
	PT5	18	197	30	15	30	13	30	0	0	0	0	0
	PT6	19	197	30	15	30	13	30	0	0	0	0	0
	PT7	20	197	30	15	30	13	30	0	0	0	0	0
	PT8	21	197	30	15	30	13	30	0	0	0	0	0
	PT9	22											
Roadway4 NB OFF RAMP TO 80 EB	PT1	23	131	30	10	30	9	30	0	0	0	0	0
	PT2	24											
Roadway5 SB OFF RAMP TO 80 WB	PT1	32	66	30	5	30	4	30	0	0	0	0	0
	PT2	33	66	30	5	30	4	30	0	0	0	0	0
	PT3	34	66	30	5	30	4	30	0	0	0	0	0
	PT4	35											
Roadway6 ; MD 80	PT1	36	2149	40	45	40	27	40	4	40	0	0	0
	PT2	37	2149	40	45	40	27	40	4	40	0	0	0
	PT3	38											
Roadway7 ; MD 80	PT1	39	1014	40	21	40	13	40	2	40	0	0	0
	PT2	40											
Roadway8 ; MD 80	PT1	41	1014	40	21	40	13	40	2	40	0	0	0
	PT2	42											
Roadway9 ; MD 80	PT1	43	1014	40	21	40	13	40	2	40	0	0	0
	PT2	44											
Roadway10 ; MD 80	PT1	45	604	40	13	40	8	40	1	40	0	0	0
	PT2	46											
Roadway11 ; MD 80	PT1	47	604	40	13	40	8	40	1	40	0	0	0
	PT2	48											
Roadway12 ; MD 80	PT1	49	604	40	13	40	8	40	1	40	0	0	0
	PT2	50											
Roadway13 ; MD 80	PT1	51	604	40	13	40	8	40	1	40	0	0	0
	PT2	52											
Roadway14 ; NB ON RAMP	PT1	53	1135	30	24	30	14	30	2	30	0	0	0

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	PT2	54	1135	30	24	30	14	30	2	30	0	0
	PT3	55	1135	30	24	30	14	30	2	30	0	0
	PT4	56										
Roadway15 ; NB ON RAMP	PT1	57	0	0	0	0	0	0	0	0	0	0
	PT2	58										
Roadway16 ; MD 80	PT1	59	0	0	0	0	0	0	0	0	0	0
	PT2	60	0	0	0	0	0	0	0	0	0	0
	PT3	61	0	0	0	0	0	0	0	0	0	0
	PT4	62	0	0	0	0	0	0	0	0	0	0
	PT5	63	0	0	0	0	0	0	0	0	0	0
	PT6	64	0	0	0	0	0	0	0	0	0	0
	PT7	65	0	0	0	0	0	0	0	0	0	0
	PT8	66	0	0	0	0	0	0	0	0	0	0
	PT9	67										
Roadway24 ; NB ON RAMP	PT1	102	1135	30	24	30	14	30	2	30	0	0
	PT2	103	1135	30	24	30	14	30	2	30	0	0
	PT3	104	1135	30	24	30	14	30	2	30	0	0
	PT4	105	1135	30	24	30	14	30	2	30	0	0
	PT5	106	1135	30	24	30	14	30	2	30	0	0
	PT6	107	1135	30	24	30	14	30	2	30	0	0
	PT7	108	1135	30	24	30	14	30	2	30	0	0
	PT8	109	1135	30	24	30	14	30	2	30	0	0
	PT9	110	1135	30	24	30	14	30	2	30	0	0
	PT10	111	1135	30	24	30	14	30	2	30	0	0
	PT11	112										
Rd 32; NB 270 to Off to MD 80	point163	163	4030	58	299	58	267	58	0	0	0	0
	point164	164	4030	58	299	58	267	58	0	0	0	0
	point165	165	4030	58	299	58	267	58	0	0	0	0
	point166	166	4030	58	299	58	267	58	0	0	0	0
	point167	167										
Rd 33; NB 270 to On from MD 80	point168	168	3833	56	284	56	254	56	0	0	0	0
	point169	169	3833	56	284	56	254	56	0	0	0	0
	point170	170	3833	56	284	56	254	56	0	0	0	0
	point171	171	3833	56	284	56	254	56	0	0	0	0
	point172	172	3833	56	284	56	254	56	0	0	0	0
	point173	173	3833	56	284	56	254	56	0	0	0	0
	point174	174	3833	56	284	56	254	56	0	0	0	0
	point175	175	3833	56	284	56	254	56	0	0	0	0
	point176	176	3833	56	284	56	254	56	0	0	0	0
	point177	177										
Rd 34; NB OFF RAMP	point178	178	197	30	15	30	13	30	0	0	0	0
	point179	179	197	30	15	30	13	30	0	0	0	0
	point180	180	197	30	15	30	13	30	0	0	0	0
	point181	181	197	30	15	30	13	30	0	0	0	0
	point182	182	197	30	15	30	13	30	0	0	0	0
	point183	183	197	30	15	30	13	30	0	0	0	0
	point184	184	197	30	15	30	13	30	0	0	0	0

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	point185	185	197	30	15	30	13	30	0	0	0	0
	point186	186	197	30	15	30	13	30	0	0	0	0
	point187	187										
Rd 35; NB 270 fr MD 80 on ramp	point188	188	4923	59	361	59	266	59	6	59	0	0
	point189	189	4923	59	361	59	266	59	6	59	0	0
	point190	190										
Rd 36; NB 270	point191	191	4923	59	361	59	266	59	6	59	0	0
	point192	192	4923	59	361	59	266	59	6	59	0	0
	point193	193	4923	59	361	59	266	59	6	59	0	0
	point194	194	4923	59	361	59	266	59	6	59	0	0
	point195	195	4923	59	361	59	266	59	6	59	0	0
	point196	196	4923	59	361	59	266	59	6	59	0	0
	point197	197	4923	59	361	59	266	59	6	59	0	0
	point198	198	4923	59	361	59	266	59	6	59	0	0
	point199	199	4923	59	361	59	266	59	6	59	0	0
	point200	200	4923	59	361	59	266	59	6	59	0	0
	point201	201										
Rd 37; NB ETL	point202	202	1571	62	200	62	0	0	4	62	0	0
	point203	203	1571	62	200	62	0	0	4	62	0	0
	point204	204	1571	62	200	62	0	0	4	62	0	0
	point205	205	1571	62	200	62	0	0	4	62	0	0
	point206	206	1571	62	200	62	0	0	4	62	0	0
	point207	207	1571	62	200	62	0	0	4	62	0	0
	point208	208	1571	62	200	62	0	0	4	62	0	0
	point209	209	1571	62	200	62	0	0	4	62	0	0
	point210	210	1571	62	200	62	0	0	4	62	0	0
	point211	211	1571	62	200	62	0	0	4	62	0	0
	point212	212	1571	62	200	62	0	0	4	62	0	0
	point213	213	1571	62	200	62	0	0	4	62	0	0
	point214	214	1571	62	200	62	0	0	4	62	0	0
	point215	215	1571	62	200	62	0	0	4	62	0	0
	point216	216	1571	62	200	62	0	0	4	62	0	0
	point217	217	1571	62	200	62	0	0	4	62	0	0
	point218	218	1571	62	200	62	0	0	4	62	0	0
	point219	219	1571	62	200	62	0	0	4	62	0	0
	point220	220										
Rd 38; NB ETL	point221	221	1571	62	200	62	0	0	4	62	0	0
	point222	222	1571	62	200	62	0	0	4	62	0	0
	point223	223	1571	62	200	62	0	0	4	62	0	0
	point224	224	1571	62	200	62	0	0	4	62	0	0
	point225	225	1571	62	200	62	0	0	4	62	0	0
	point226	226	1571	62	200	62	0	0	4	62	0	0
	point227	227	1571	62	200	62	0	0	4	62	0	0
	point228	228	1571	62	200	62	0	0	4	62	0	0
	point229	229	1571	62	200	62	0	0	4	62	0	0
	point230	230	1571	62	200	62	0	0	4	62	0	0
	point231	231	1571	62	200	62	0	0	4	62	0	0

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	point232	232	1571	62	200	62	0	0	4	62	0	0
	point233	233	1571	62	200	62	0	0	4	62	0	0
	point234	234										
Rd 39; SB ETL	point235	235	684	62	89	62	0	0	2	62	0	0
	point236	236	684	62	89	62	0	0	2	62	0	0
	point237	237	684	62	89	62	0	0	2	62	0	0
	point238	238	684	62	89	62	0	0	2	62	0	0
	point239	239	684	62	89	62	0	0	2	62	0	0
	point240	240	684	62	89	62	0	0	2	62	0	0
	point241	241	684	62	89	62	0	0	2	62	0	0
	point242	242	684	62	89	62	0	0	2	62	0	0
	point243	243	684	62	89	62	0	0	2	62	0	0
	point244	244	684	62	89	62	0	0	2	62	0	0
	point245	245	684	62	89	62	0	0	2	62	0	0
	point246	246	684	62	89	62	0	0	2	62	0	0
	point247	247	684	62	89	62	0	0	2	62	0	0
	point248	248	684	62	89	62	0	0	2	62	0	0
	point249	249	684	62	89	62	0	0	2	62	0	0
	point250	250	684	62	89	62	0	0	2	62	0	0
	point251	251	684	62	89	62	0	0	2	62	0	0
	point252	252	684	62	89	62	0	0	2	62	0	0
	point253	253										
Rd 41; SB 270 2Lanes	point263	263	2036	60	152	60	110	60	2	60	0	0
	point264	264	2036	60	152	60	110	60	2	60	0	0
	point265	265	2036	60	152	60	110	60	2	60	0	0
	point266	266	2036	60	152	60	110	60	2	60	0	0
	point267	267	2036	60	152	60	110	60	2	60	0	0
	point268	268	2036	60	152	60	110	60	2	60	0	0
	point269	269	2036	60	152	60	110	60	2	60	0	0
	point270	270	2036	60	152	60	110	60	2	60	0	0
	point271	271	2036	60	152	60	110	60	2	60	0	0
	point272	272	2036	60	152	60	110	60	2	60	0	0
	point273	273	2036	60	152	60	110	60	2	60	0	0
	point274	274	2036	60	152	60	110	60	2	60	0	0
	point275	275										
Rd 42; SB 270 3 Lanes	point276	276	2036	60	152	60	110	60	2	60	0	0
	point277	277										
Rd 43; SB 270 Ramp to Ramp	point278	278	1881	60	140	60	102	60	2	60	0	0
	point279	279	1881	60	140	60	102	60	2	60	0	0
	point280	280	1881	60	140	60	102	60	2	60	0	0
	point281	281	1881	60	140	60	102	60	2	60	0	0
	point282	282	1881	60	140	60	102	60	2	60	0	0
	point283	283										
Rd 44;SB 270	point284	284	1467	58	109	58	97	58	0	0	0	0
	point285	285	1467	58	109	58	97	58	0	0	0	0
	point286	286	1467	58	109	58	97	58	0	0	0	0
	point287	287	1467	58	109	58	97	58	0	0	0	0

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	point288	288	1467	58	109	58	97	58	0	0	0	0
	point289	289	1467	58	109	58	97	58	0	0	0	0
	point290	290										
Rd 45; SB off to MD 80	point291	291	155	30	12	30	8	30	0	0	0	0
	point292	292	155	30	12	30	8	30	0	0	0	0
	point293	293	155	30	12	30	8	30	0	0	0	0
	point294	294	155	30	12	30	8	30	0	0	0	0
	point295	295	155	30	12	30	8	30	0	0	0	0
	point296	296	155	30	12	30	8	30	0	0	0	0
	point297	297	155	30	12	30	8	30	0	0	0	0
	point298	298	155	30	12	30	8	30	0	0	0	0
	point299	299	155	30	12	30	8	30	0	0	0	0
	point300	300										
Rd 46; SB Off to Eastbound MD 80	point301	301	398	30	30	30	22	30	0	0	0	0
	point302	302	398	30	30	30	22	30	0	0	0	0
	point303	303	398	30	30	30	22	30	0	0	0	0
	point304	304	398	30	30	30	22	30	0	0	0	0
	point305	305	398	30	30	30	22	30	0	0	0	0
	point306	306	398	30	30	30	22	30	0	0	0	0
	point307	307	398	30	30	30	22	30	0	0	0	0
	point308	308	398	30	30	30	22	30	0	0	0	0
	point309	309										
; SB ETL	point328	328	0	0	0	0	0	0	0	0	0	0
	point329	329										
Roadway50	point330	330	684	62	89	62	0	0	2	62	0	0
	point255	331	684	62	89	62	0	0	2	62	0	0
	point256	332	684	62	89	62	0	0	2	62	0	0
	point257	333	684	62	89	62	0	0	2	62	0	0
	point258	334	684	62	89	62	0	0	2	62	0	0
	point259	335	684	62	89	62	0	0	2	62	0	0
	point260	336	684	62	89	62	0	0	2	62	0	0
	point261	337	684	62	89	62	0	0	2	62	0	0
	point262	338										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P25-27 **Alternative 6 PM Receptors H-25 to H-27**

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1 ; BAKER VALLEY RD	PT1	1	545	30	20	30	10	30	0	0	0	0	0
	PT2	2	545	30	20	30	10	30	0	0	0	0	0
	PT3	3	545	30	20	30	10	30	0	0	0	0	0
	PT4	4											
Roadway7 ; SB ETL	PT1	31	684	62	89	62	0	0	2	62	0	0	0
	PT2	32	684	62	89	62	0	0	2	62	0	0	0
	PT3	33	684	62	89	62	0	0	2	62	0	0	0
	PT4	34	684	62	89	62	0	0	2	62	0	0	0
	PT5	35	684	62	89	62	0	0	2	62	0	0	0
	PT6	36	684	62	89	62	0	0	2	62	0	0	0
	PT7	37											
Roadway9 ; NB 270 (Bridge)	PT1	59	6852	59	502	59	371	59	8	59	0	0	0
	PT2	60											
Roadway10 ; NB 270	PT1	61	6852	59	502	59	371	59	8	59	0	0	0
	PT2	62	6852	59	502	59	371	59	8	59	0	0	0
	PT3	63	6852	59	502	59	371	59	8	59	0	0	0
	PT4	64											
Roadway11 ; SB 270 4 Lanes	PT1	65	2722	60	203	60	148	60	3	60	0	0	0
	PT2	66	2722	60	203	60	148	60	3	60	0	0	0
	PT3	67	2722	60	203	60	148	60	3	60	0	0	0
	PT4	68											
Roadway12 ; SB 270 (Bridge)	PT1	69	2722	60	203	60	148	60	3	60	0	0	0
	PT2	70											
Roadway13 ; SB 270	PT1	71	2722	60	203	60	148	60	3	60	0	0	0
	PT2	72	2722	60	203	60	148	60	3	60	0	0	0
	PT3	73	2722	60	203	60	148	60	3	60	0	0	0
	PT4	74	2722	60	203	60	148	60	3	60	0	0	0
	PT5	75	2722	60	203	60	148	60	3	60	0	0	0
	PT6	76	2722	60	203	60	148	60	3	60	0	0	0
	PT7	77	2722	60	203	60	148	60	3	60	0	0	0
	PT8	78	2722	60	203	60	148	60	3	60	0	0	0
	PT9	79											
Rd 14; NB 270 2 Lanes	point84	84	5278	59	387	59	286	59	6	59	0	0	0

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	point85	85	5278	59	387	59	286	59	6	59	0	0
	point86	86	5278	59	387	59	286	59	6	59	0	0
	point87	87	5278	59	387	59	286	59	6	59	0	0
	point88	88										
Rd 15; NB 270 3 Lanes	point89	89	5278	59	387	59	286	59	6	59	0	0
	point90	90										
Rd 16;NB 270 4 Lanes	point91	91	6852	59	502	59	371	59	8	59	0	0
	point92	92	6852	59	502	59	371	59	8	59	0	0
	point93	93	6852	59	502	59	371	59	8	59	0	0
	point94	94	6852	59	502	59	371	59	8	59	0	0
	point95	95	6852	59	502	59	371	59	8	59	0	0
	point96	96	6852	59	502	59	371	59	8	59	0	0
	point97	97	6852	59	502	59	371	59	8	59	0	0
	point98	98	6852	59	502	59	371	59	8	59	0	0
	point99	99										
Rd 17; NB ETL	point100	100	1571	62	200	62	0	0	4	62	0	0
	point101	101	1571	62	200	62	0	0	4	62	0	0
	point102	102	1571	62	200	62	0	0	4	62	0	0
	point103	103	1571	62	200	62	0	0	4	62	0	0
	point104	104	1571	62	200	62	0	0	4	62	0	0
	point105	105	1571	62	200	62	0	0	4	62	0	0
	point106	106	1571	62	200	62	0	0	4	62	0	0
	point107	107										
Rd 18; SB 270 3 Lanes	point108	108	2036	60	152	60	110	60	2	60	0	0
	point109	109										
Rd 19; SB 270 2 Lanes	point110	110	2036	60	152	60	110	60	2	60	0	0
	point111	111	2036	60	152	60	110	60	2	60	0	0
	point112	112	2036	60	152	60	110	60	2	60	0	0
	point113	113	2036	60	152	60	110	60	2	60	0	0
	point114	114										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_28-30

Alternative 6 PM Receptors H-28 to H-30

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway3 ; NB 270 4 lanes	PT1	9	6852	59	502	59	371	59	8	59	0	0	
	PT2	10	6852	59	502	59	371	59	8	59	0	0	
	PT3	11	6852	59	502	59	371	59	8	59	0	0	
	PT4	12											
Roadway4 ; SB 270	PT1	13	2721	60	203	60	148	60	3	60	0	0	
	PT2	14	2721	60	203	60	148	60	3	60	0	0	
	PT3	15	2721	60	203	60	148	60	3	60	0	0	
	PT4	16											
Rd 5; NB 270 5 Lanes	point17	17	6852	59	502	59	371	59	8	59	0	0	
	point18	18											

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P31-33 **Alternative 6 PM Receptors H-31 to H-33**

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 70 WB	PT1	1	1894	55	321	55	233	55	0	0	0	0	0
	PT2	2	1894	55	321	55	233	55	0	0	0	0	0
	PT3	3											
Roadway2 ; NB ON RAMP	PT1	4	966	30	164	30	119	30	0	0	0	0	0
	PT2	5	966	30	164	30	119	30	0	0	0	0	0
	PT3	6	966	30	164	30	119	30	0	0	0	0	0
	PT4	7	966	30	164	30	119	30	0	0	0	0	0
	PT5	8	966	30	164	30	119	30	0	0	0	0	0
	PT6	9	966	30	164	30	119	30	0	0	0	0	0
	PT7	10	966	30	164	30	119	30	0	0	0	0	0
	PT8	11	966	30	164	30	119	30	0	0	0	0	0
	PT9	12	966	30	164	30	119	30	0	0	0	0	0
	PT10	13											
Roadway3 ; 270 SB	PT1	14	1601	57	101	57	73	57	0	0	0	0	0
	PT2	15	1601	57	101	57	73	57	0	0	0	0	0
	PT3	16	1601	57	101	57	73	57	0	0	0	0	0
	PT4	17	1601	57	101	57	73	57	0	0	0	0	0
	PT5	18											
Roadway4 ; SB OFF TO 70 EB	PT1	19	902	30	57	30	41	30	0	0	0	0	0
	PT2	20	902	30	57	30	41	30	0	0	0	0	0
	PT3	21	902	30	57	30	41	30	0	0	0	0	0
	PT4	22	902	30	57	30	41	30	0	0	0	0	0
	PT5	23	902	30	57	30	41	30	0	0	0	0	0
	PT6	24	902	30	57	30	41	30	0	0	0	0	0
	PT7	25	902	30	57	30	41	30	0	0	0	0	0
	PT8	26	902	30	57	30	41	30	0	0	0	0	0
	PT9	27	902	30	57	30	41	30	0	0	0	0	0
	PT10	28	902	30	57	30	41	30	0	0	0	0	0
	PT11	29	902	30	57	30	41	30	0	0	0	0	0
	PT12	30											
Roadway5 ; 70 EB	PT1	31	786	55	124	55	90	55	0	0	0	0	0
	PT2	32	786	55	124	55	90	55	0	0	0	0	0
	PT3	33											

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Roadway6 ; 70 EB	PT1	34	1572	55	248	55	180	55	0	0	0	0
	PT2	35										
Roadway7 ; NEW DESIGN RD	PT1	36	0	0	0	0	0	0	0	0	0	0
	PT2	37										
Roadway8 ; NEW DESIGN RD (Bridge)	PT1	38	0	0	0	0	0	0	0	0	0	0
	PT2	39										
Roadway9 ; NEW DESIGN RD	PT1	40	0	0	0	0	0	0	0	0	0	0
	PT2	41										
Roadway10 ; 70 EB (Bridge)	PT1	42	1572	55	248	55	180	55	0	0	0	0
	PT2	43										
Roadway11 ; OFF TO 70 E7W (Bridge)	PT1	44	2718	30	192	30	140	30	0	0	0	0
	PT2	45										
Roadway12 ; OFF TO 70 W	PT1	46	2718	30	192	30	140	30	0	0	0	0
	PT2	47	2718	30	192	30	140	30	0	0	0	0
	PT3	48	2718	30	192	30	140	30	0	0	0	0
	PT4	49	2718	30	192	30	140	30	0	0	0	0
	PT5	50	2718	30	192	30	140	30	0	0	0	0
	PT6	51	2718	30	192	30	140	30	0	0	0	0
	PT7	52										
Roadway13 ; OFF TO 70 W (Bridge)	PT1	53	2718	30	192	30	140	30	0	0	0	0
	PT2	54										
Roadway14 ; OFF TO 70 W	PT1	55	2718	30	192	30	140	30	0	0	0	0
	PT2	56	2718	30	192	30	140	30	0	0	0	0
	PT3	57	2718	30	192	30	140	30	0	0	0	0
	PT4	58	2718	30	192	30	140	30	0	0	0	0
	PT5	59										
Roadway15 ; OFF TO 70 W (OVER 270)	PT1	60	2718	30	192	30	140	30	0	0	0	0
	PT2	61										
Roadway16 ; 70 W (OVER 270)	PT1	62	1894	55	321	55	233	55	0	0	0	0
	PT2	63										
Roadway17 ; 70 W (OVER 270)	PT1	64	4252	55	721	55	523	55	0	0	0	0
	PT2	65										
Roadway18 70 WB	PT1	66	4252	55	721	55	523	55	0	0	0	0
	PT2	67	4252	55	721	55	523	55	0	0	0	0
	PT3	68										
Roadway19 ; 70 W (OVER SB OFF)	PT1	69	4252	55	721	55	523	55	0	0	0	0
	PT2	70										
Roadway20 ; 70 WB	PT1	71	4252	55	721	55	523	55	0	0	0	0
	PT2	72										
Roadway21 ; NB OFF TO E7W 70	PT1	73	4388	30	310	30	227	30	0	0	0	0
	PT2	74	4388	30	310	30	227	30	0	0	0	0
	PT3	75	4388	30	310	30	227	30	0	0	0	0
	PT4	76	4388	30	310	30	227	30	0	0	0	0
	PT5	77	4388	30	310	30	227	30	0	0	0	0
	PT6	78										
Roadway22 ; NB 270	PT1	79	2985	35	211	35	154	35	0	0	0	0
	PT2	80	2985	35	211	35	154	35	0	0	0	0

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	PT3	81	2985	35	211	35	154	35	0	0	0	0
	PT4	82										
Roadway23 ; 270 NB	PT1	83	2985	35	211	35	154	35	0	0	0	0
	PT2	84	2985	35	211	35	154	35	0	0	0	0
	PT3	85	2985	35	211	35	154	35	0	0	0	0
	PT4	86	2985	35	211	35	154	35	0	0	0	0
	PT5	87	2985	35	211	35	154	35	0	0	0	0
	PT6	88										
Roadway24 ; NB 270	PT1	89	4053	59	317	59	230	59	0	0	0	0
	PT2	90										
Roadway25 ; 270 SB	PT1	91	3247	57	205	57	148	57	0	0	0	0
	PT2	92	3247	57	205	57	148	57	0	0	0	0
	PT3	93	3247	57	205	57	148	57	0	0	0	0
	PT4	94										
Roadway26 ; SB ON FR 70 EB	PT1	95	874	30	65	30	47	30	0	0	0	0
	PT2	96	874	30	65	30	47	30	0	0	0	0
	PT3	97	874	30	65	30	47	30	0	0	0	0
	PT4	98	874	30	65	30	47	30	0	0	0	0
	PT5	99	874	30	65	30	47	30	0	0	0	0
	PT6	100	874	30	65	30	47	30	0	0	0	0
	PT7	101	874	30	65	30	47	30	0	0	0	0
	PT8	102	874	30	65	30	47	30	0	0	0	0
	PT9	103										
Roadway28 ; 270 SB	PT1	107	4701	60	350	60	254	60	0	0	0	0
	PT2	108	4701	60	350	60	254	60	0	0	0	0
	PT3	109	4701	60	350	60	254	60	0	0	0	0
	PT4	110										
Rd 31; SB 270 to on Fr 70	point119	119	1601	57	101	57	73	57	0	0	0	0
	point120	120										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_P34-42

Alternative 6 PM

Receptors H-34 to H-42

Roadway Name		Points Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15/40 NB		PT1	1	2559	59	181	59	85	59	0	0	0	0
		PT2	2	2559	59	181	59	85	59	0	0	0	0
		PT3	3										
Roadway2 ; 15/40 NB fr On fr Jefferson		PT1	4	3692	59	261	59	122	59	0	0	0	0
		PT2	5	3692	59	261	59	122	59	0	0	0	0
		PT3	6	3692	59	261	59	122	59	0	0	0	0
		PT4	7	3692	59	261	59	122	59	0	0	0	0
		PT5	8	3692	59	261	59	122	59	0	0	0	0
		PT6	9	3692	59	261	59	122	59	0	0	0	0
		PT7	10	3692	59	261	59	122	59	0	0	0	0
		point236	236	3692	59	261	59	122	59	0	0	0	0
		point237	237	3692	59	261	59	122	59	0	0	0	0
		point238	238	3692	59	261	59	122	59	0	0	0	0
		point239	239										
Roadway3 ; 15/40 NB		PT1	11	6523	57	461	57	216	57	0	0	0	0
		PT2	12	6523	57	461	57	216	57	0	0	0	0
		PT3	13										
Roadway4 ; 15 NB		PT1	14	7044	57	498	57	233	57	0	0	0	0
		PT2	15										
Roadway5 ; 15 NB		PT1	16	5084	59	316	59	150	59	0	0	0	0
		PT2	17	5084	59	316	59	150	59	0	0	0	0
		PT3	18	5084	59	316	59	150	59	0	0	0	0
		PT4	19										
Roadway6 ; 15 NB		PT1	20	4628	59	289	59	157	59	0	0	0	0
		PT2	21	4628	59	289	59	157	59	0	0	0	0
		PT3	22	4628	59	289	59	157	59	0	0	0	0
		PT4	23										
Roadway7 ; 15 NB		PT1	24	4925	59	308	59	167	59	0	0	0	0
		PT2	25	4925	59	308	59	167	59	0	0	0	0
		PT3	26	4925	59	308	59	167	59	0	0	0	0
		PT4	27										
Roadway8 ; 15 SB		PT1	28	3895	59	248	59	133	59	0	0	0	0
		PT2	29	3895	59	248	59	133	59	0	0	0	0
		point245	245										
Roadway9 ; 15 SB		PT1	30	4860	59	297	59	138	59	5	59	0	0
		PT2	31	4860	59	297	59	138	59	5	59	0	0
		PT3	32	4860	59	297	59	138	59	5	59	0	0
		PT4	33	4860	59	297	59	138	59	5	59	0	0
		PT5	34	4860	59	297	59	138	59	5	59	0	0
		PT6	35	4860	59	297	59	138	59	5	59	0	0
		PT7	36	4860	59	297	59	138	59	5	59	0	0
		PT8	37										
Roadway10 ; 15 SB		PT1	38	4081	59	249	59	116	59	4	59	0	0
		PT2	39										
Roadway11 ; 15 SB		PT1	40	4654	59	285	59	132	59	5	59	0	0
		PT2	41										

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Roadway13 ; 15/40 SB	PT1	44	5750	58	456	58	212	58	0	0	0	0
	PT2	45	5750	58	456	58	212	58	0	0	0	0
	PT3	46	5750	58	456	58	212	58	0	0	0	0
	PT4	47	5750	58	456	58	212	58	0	0	0	0
	PT5	48	5750	58	456	58	212	58	0	0	0	0
	PT6	49	5750	58	456	58	212	58	0	0	0	0
	PT7	50										
Roadway14 ; 15/40 SB	PT1	51	3491	58	277	58	129	58	0	0	0	0
	PT2	52	3491	58	277	58	129	58	0	0	0	0
	PT3	53	3491	58	277	58	129	58	0	0	0	0
	PT4	54	3491	58	277	58	129	58	0	0	0	0
	PT5	55										
Roadway15 ; NB ON FR JEFF. ST	PT1	56	1180	30	46	30	23	30	1	30	0	0
	PT2	57	1180	30	46	30	23	30	1	30	0	0
	PT3	58	1180	30	46	30	23	30	1	30	0	0
	PT4	59	1180	30	46	30	23	30	1	30	0	0
	PT5	60	1180	30	46	30	23	30	1	30	0	0
	PT6	61	1180	30	46	30	23	30	1	30	0	0
	PT7	62	1180	30	46	30	23	30	1	30	0	0
	PT8	63										
Roadway16 ; NB OFF TO BD 144 EB	PT1	64	159	30	11	30	5	30	0	0	0	0
	PT2	65	159	30	11	30	5	30	0	0	0	0
	PT3	66	159	30	11	30	5	30	0	0	0	0
	PT4	67	159	30	11	30	5	30	0	0	0	0
	PT5	68	159	30	11	30	5	30	0	0	0	0
	PT6	69	159	30	11	30	5	30	0	0	0	0
	PT7	70	159	30	11	30	5	30	0	0	0	0
	PT8	71	159	30	11	30	5	30	0	0	0	0
	PT9	72	159	30	11	30	5	30	0	0	0	0
	PT10	73	159	30	11	30	5	30	0	0	0	0
	PT11	74										
Roadway17 ; NB ON FR MD 144	PT1	75	532	30	29	30	13	30	1	30	0	0
	PT2	76	532	30	29	30	13	30	1	30	0	0
	PT3	77	532	30	29	30	13	30	1	30	0	0
	PT4	78	532	30	29	30	13	30	1	30	0	0
	PT5	79	532	30	29	30	13	30	1	30	0	0
	PT6	80	532	30	29	30	13	30	1	30	0	0
	PT7	81	532	30	29	30	13	30	1	30	0	0
	PT8	82	532	30	29	30	13	30	1	30	0	0
	PT9	83	532	30	29	30	13	30	1	30	0	0
	PT10	84	532	30	29	30	13	30	1	30	0	0
	PT11	85	532	30	29	30	13	30	1	30	0	0
	PT12	86	532	30	29	30	13	30	1	30	0	0
	PT13	87										
Roadway18 ; NB OFF TO MD 144 WB	PT1	88	2038	30	127	30	60	30	0	0	0	0
	PT2	89	2038	30	127	30	60	30	0	0	0	0
	PT3	90	2038	30	127	30	60	30	0	0	0	0
	PT4	91	2038	30	127	30	60	30	0	0	0	0
	PT5	92	2038	30	127	30	60	30	0	0	0	0
	PT6	93	2038	30	127	30	60	30	0	0	0	0
	PT7	94	2038	30	127	30	60	30	0	0	0	0
	PT8	95	2038	30	127	30	60	30	0	0	0	0
	PT9	96	2038	30	127	30	60	30	0	0	0	0
	PT10	97	2038	30	127	30	60	30	0	0	0	0
	PT11	98										
Roadway19 ; NB ON FR MD 144 WB	PT1	99	472	30	18	30	9	30	2	30	0	0
	PT2	100	472	30	18	30	9	30	2	30	0	0
	PT3	101	472	30	18	30	9	30	2	30	0	0
	PT4	102	472	30	18	30	9	30	2	30	0	0
	PT5	103	472	30	18	30	9	30	2	30	0	0

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	PT6	104	472	30	18	30	9	30	2	30	0	0
	PT7	105										
Roadway20 ; NB OFF TO ROSEMONT	PT1	106	893	30	56	30	26	30	0	0	0	0
	PT2	107	893	30	56	30	26	30	0	0	0	0
	PT3	108	893	30	56	30	26	30	0	0	0	0
	PT4	109	893	30	56	30	26	30	0	0	0	0
	PT5	110	893	30	56	30	26	30	0	0	0	0
	PT6	111	893	30	56	30	26	30	0	0	0	0
	PT7	112										
Roadway21 ; NB ON FR ROSEMONT	PT1	113	311	30	9	30	5	30	0	0	0	0
	PT2	114	311	30	9	30	5	30	0	0	0	0
	PT3	115	311	30	9	30	5	30	0	0	0	0
	PT4	116	311	30	9	30	5	30	0	0	0	0
	PT5	117	311	30	9	30	5	30	0	0	0	0
	PT6	118	311	30	9	30	5	30	0	0	0	0
	PT7	119										
Roadway22 ; 2ND STREET	PT1	120	0	0	0	0	0	0	0	0	0	0
	PT2	121	0	0	0	0	0	0	0	0	0	0
	PT3	122	0	0	0	0	0	0	0	0	0	0
	PT4	123										
Roadway23 ; SB OFF TO ROSEMONT	PT1	124	91	30	6	30	3	30	0	0	0	0
	PT2	125	91	30	6	30	3	30	0	0	0	0
	PT3	126	91	30	6	30	3	30	0	0	0	0
	PT4	127	91	30	6	30	3	30	0	0	0	0
	PT5	128	91	30	6	30	3	30	0	0	0	0
	PT6	129	91	30	6	30	3	30	0	0	0	0
	PT7	130	91	30	6	30	3	30	0	0	0	0
	PT8	131										
Roadway24 ; SB ON FR ROSEMONT	PT1	132	966	30	38	30	21	30	1	30	0	0
	PT2	133	966	30	38	30	21	30	1	30	0	0
	PT3	134	966	30	38	30	21	30	1	30	0	0
	PT4	135	966	30	38	30	21	30	1	30	0	0
	PT5	136										
Roadway25 ; ROSEMONT AVE	PT1	137	1605	30	45	30	25	30	0	0	0	0
	PT2	138										
Roadway26 ; ROSEMONT AVE	PT1	139	1605	30	45	30	25	30	0	0	0	0
	PT2	140										
Roadway27 ; ROSEMONT AVE	PT1	141	1369	30	52	30	26	30	3	30	0	0
	PT2	142	1369	30	52	30	26	30	3	30	0	0
	PT3	143	1369	30	52	30	26	30	3	30	0	0
	PT4	144										
Roadway28 ; SB OFF TO WB 40	PT1	145	779	30	48	30	22	30	1	30	0	0
	PT2	146	779	30	48	30	22	30	1	30	0	0
	PT3	147	779	30	48	30	22	30	1	30	0	0
	PT4	148	779	30	48	30	22	30	1	30	0	0
	PT5	149	779	30	48	30	22	30	1	30	0	0
	PT6	150										
Roadway29 ; SB ON FR WB 40	PT1	151	589	30	23	30	11	30	3	30	0	0
	PT2	152	589	30	23	30	11	30	3	30	0	0
	PT3	153	589	30	23	30	11	30	3	30	0	0
	PT4	154	589	30	23	30	11	30	3	30	0	0
	PT5	155	589	30	23	30	11	30	3	30	0	0
	PT6	156	589	30	23	30	11	30	3	30	0	0
	PT7	157	589	30	23	30	11	30	3	30	0	0
	PT8	158	589	30	23	30	11	30	3	30	0	0
	PT9	159										
Roadway30 ; SB ON TO EB 40	PT1	160	115	30	7	30	3	30	0	0	0	0
	PT2	161	115	30	7	30	3	30	0	0	0	0
	PT3	162	115	30	7	30	3	30	0	0	0	0
	PT4	163	115	30	7	30	3	30	0	0	0	0

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		PT5	164	115	30	7	30	3	30	0	0	0	0
		PT6	165	115	30	7	30	3	30	0	0	0	0
		PT7	166	115	30	7	30	3	30	0	0	0	0
		PT8	167	115	30	7	30	3	30	0	0	0	0
		PT9	168										
Roadway31 ; WB 40		PT1	169	637	30	24	30	11	30	3	30	0	0
		PT2	170										
Roadway32 ; WB 40		PT1	171	2735	30	104	30	49	30	12	30	0	0
		PT2	172	2735	30	104	30	49	30	12	30	0	0
		PT3	173										
Roadway33 ; WB 40		PT1	174	2168	30	71	30	34	30	2	30	0	0
		PT2	175										
Roadway34 ; WB 40		PT1	176	2978	30	97	30	47	30	3	30	0	0
		PT2	177										
Roadway35 ; EB 40		PT1	178	1111	30	60	30	28	30	1	30	0	0
		PT2	179										
Roadway36 ; EB 40		PT1	180	1227	30	66	30	30	30	1	30	0	0
		PT2	181	1227	30	66	30	30	30	1	30	0	0
		PT3	182										
Roadway37 ; EB 40		PT1	183	695	30	35	30	17	30	4	30	0	0
		PT2	184										
Roadway38 ; SB ON FR EB 40		PT1	185	1366	30	74	30	34	30	1	30	0	0
		PT2	186	1366	30	74	30	34	30	1	30	0	0
		PT3	187	1366	30	74	30	34	30	1	30	0	0
		PT4	188	1366	30	74	30	34	30	1	30	0	0
		PT5	189	1366	30	74	30	34	30	1	30	0	0
		PT6	190	1366	30	74	30	34	30	1	30	0	0
		PT7	191	1366	30	74	30	34	30	1	30	0	0
		PT8	192										
Roadway39 ; SB OFF TO WB 15		PT1	193	2260	30	179	30	83	30	0	0	0	0
		PT2	194	2260	30	179	30	83	30	0	0	0	0
		PT3	195	2260	30	179	30	83	30	0	0	0	0
		PT4	196	2260	30	179	30	83	30	0	0	0	0
		PT5	197	2260	30	179	30	83	30	0	0	0	0
		PT6	198	2260	30	179	30	83	30	0	0	0	0
		PT7	199	2260	30	179	30	83	30	0	0	0	0
		PT8	200	2260	30	179	30	83	30	0	0	0	0
		point279	279										
Roadway40 ; APPLE AVE		PT1	201	0	0	0	0	0	0	0	0	0	0
		PT2	202	0	0	0	0	0	0	0	0	0	0
		PT3	203	0	0	0	0	0	0	0	0	0	0
		PT4	204	0	0	0	0	0	0	0	0	0	0
		PT5	205										
Roadway41 ; 15 NB (Bridge)		PT1	206	7044	57	498	57	233	57	0	0	0	0
		PT2	207										
Roadway42 ; 15 NB		PT1	208	7044	57	498	57	233	57	0	0	0	0
		PT2	209										
Roadway43 ; 15 SB (Bridge)		PT1	210	4654	59	285	59	132	59	5	59	0	0
		PT2	211										
Roadway44 ; SB 15		PT1	212	4654	59	285	59	132	59	5	59	0	0
		PT2	213										
Roadway45 ; NB 15		PT1	214	5542	59	345	59	163	59	0	0	0	0
		PT2	215	5542	59	345	59	163	59	0	0	0	0
		PT3	229	5542	59	345	59	163	59	0	0	0	0
		PT4	230	5542	59	345	59	163	59	0	0	0	0
		PT5	231	5542	59	345	59	163	59	0	0	0	0
		PT6	232	5542	59	345	59	163	59	0	0	0	0
		PT7	233	5542	59	345	59	163	59	0	0	0	0
		PT8	234	5542	59	345	59	163	59	0	0	0	0
		PT9	235										

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Roadway46 ; 15 NB (Bridge)	PT1	216	5542	59	345	59	163	59	0	0	0	0
	PT2	217										
Roadway47 ; NB 15	PT1	218	5542	59	345	59	163	59	0	0	0	0
	PT2	219										
Roadway48 ; 15 SB	PT1	220	3986	59	254	59	136	59	0	0	0	0
	PT2	221	3986	59	254	59	136	59	0	0	0	0
	PT3	222	3986	59	254	59	136	59	0	0	0	0
	PT4	223	3986	59	254	59	136	59	0	0	0	0
	PT5	224										
Roadway49 ; 15 SB (Bridge)	PT1	225	3986	59	254	59	136	59	0	0	0	0
	PT2	226										
Roadway50 ; 15 SB	PT1	227	3986	59	254	59	136	59	0	0	0	0
	PT2	228										
Roadway51; SB 270	point246	246	4430	58	351	58	163	58	0	0	0	0
	point247	247										
Rd52; Ramo fr eb15 to 15/40 NB	point248	248	3056	30	165	30	76	30	0	0	0	0
	point249	249	3056	30	165	30	76	30	0	0	0	0
	point250	250	3056	30	165	30	76	30	0	0	0	0
	point251	251	3056	30	165	30	76	30	0	0	0	0
	point252	252	3056	30	165	30	76	30	0	0	0	0
	point253	253	3056	30	165	30	76	30	0	0	0	0
	point254	254	3056	30	165	30	76	30	0	0	0	0
	point255	255	3056	30	165	30	76	30	0	0	0	0
	point256	256	3056	30	165	30	76	30	0	0	0	0
	point257	257	3056	30	165	30	76	30	0	0	0	0
	point258	258	3056	30	165	30	76	30	0	0	0	0
	point259	259	3056	30	165	30	76	30	0	0	0	0
	point260	260	3056	30	165	30	76	30	0	0	0	0
	point261	261	3056	30	165	30	76	30	0	0	0	0
	point262	262	3056	30	165	30	76	30	0	0	0	0
	point263	263	3056	30	165	30	76	30	0	0	0	0
	point264	264	3056	30	165	30	76	30	0	0	0	0
	point265	265	3056	30	165	30	76	30	0	0	0	0
	point266	266										
Rd 53; Ramp fr eb15 to 15/40 NB	point267	267	3056	30	165	30	76	30	0	0	0	0
	point268	268	3056	30	165	30	76	30	0	0	0	0
	point269	269	3056	30	165	30	76	30	0	0	0	0
	point270	270	3056	30	165	30	76	30	0	0	0	0
	point271	271	3056	30	165	30	76	30	0	0	0	0
	point272	272	3056	30	165	30	76	30	0	0	0	0
	point273	273	3056	30	165	30	76	30	0	0	0	0
	point274	274	3056	30	165	30	76	30	0	0	0	0
	point275	275	3056	30	165	30	76	30	0	0	0	0
	point276	276	3056	30	165	30	76	30	0	0	0	0
	point277	277	3056	30	165	30	76	30	0	0	0	0
	point278	278										
Rd 54; WB 15 Over 270	point280	280	0	0	0	0	0	0	0	0	0	0
	point281	281										
Rd 55, WB 15	point282	282	0	0	0	0	0	0	0	0	0	0
	point283	283										
Rd 56; WB 15 to On Fr 270	point284	284	0	0	0	0	0	0	0	0	0	0
	point285	285	0	0	0	0	0	0	0	0	0	0
	point286	286	0	0	0	0	0	0	0	0	0	0
	point287	287										
Rd 57; WBB 15 Fr On Fr SB 270	point288	288	0	0	0	0	0	0	0	0	0	0
	point289	289	0	0	0	0	0	0	0	0	0	0
	point290	290	0	0	0	0	0	0	0	0	0	0
	point291	291	0	0	0	0	0	0	0	0	0	0
	point292	292										
Rd 58; WB 15/40	point293	293	0	0	0	0	0	0	0	0	0	0

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	point294	294	0	0	0	0	0	0	0	0	0	0	0
	point295	295	0	0	0	0	0	0	0	0	0	0	0
	point296	296	0	0	0	0	0	0	0	0	0	0	0
	point297	297	0	0	0	0	0	0	0	0	0	0	0
	point298	298	0	0	0	0	0	0	0	0	0	0	0
	point299	299	0	0	0	0	0	0	0	0	0	0	0
	point300	300											
Rd 59; SB On Ramp Fr WB 15/40	point301	301	0	0	0	0	0	0	0	0	0	0	0
	point302	302	0	0	0	0	0	0	0	0	0	0	0
	point303	303	0	0	0	0	0	0	0	0	0	0	0
	point304	304	0	0	0	0	0	0	0	0	0	0	0
	point305	305	0	0	0	0	0	0	0	0	0	0	0
	point306	306	0	0	0	0	0	0	0	0	0	0	0
	point307	307	0	0	0	0	0	0	0	0	0	0	0
	point308	308	0	0	0	0	0	0	0	0	0	0	0
	point309	309	0	0	0	0	0	0	0	0	0	0	0
	point310	310	0	0	0	0	0	0	0	0	0	0	0
	point311	311	0	0	0	0	0	0	0	0	0	0	0
	point312	312											
Rd 60; SB 270 Under 15/40	point313	313	0	0	0	0	0	0	0	0	0	0	0
	point314	314											
Rd 61; EB 15/40 to off to SB 270	point315	315	0	0	0	0	0	0	0	0	0	0	0
	point316	316	0	0	0	0	0	0	0	0	0	0	0
	point317	317	0	0	0	0	0	0	0	0	0	0	0
	point318	318											
Rd 62; EB 15/40 to On Fr SB 270	point319	319	0	0	0	0	0	0	0	0	0	0	0
	point320	320	0	0	0	0	0	0	0	0	0	0	0
	point321	321	0	0	0	0	0	0	0	0	0	0	0
	point322	322	0	0	0	0	0	0	0	0	0	0	0
	point323	323											
Rd 63; Ramp Fr EB 15/40 to SB 270	point324	324	0	0	0	0	0	0	0	0	0	0	0
	point325	325	0	0	0	0	0	0	0	0	0	0	0
	point326	326	0	0	0	0	0	0	0	0	0	0	0
	point327	327	0	0	0	0	0	0	0	0	0	0	0
	point328	328	0	0	0	0	0	0	0	0	0	0	0
	point329	329	0	0	0	0	0	0	0	0	0	0	0
	point330	330	0	0	0	0	0	0	0	0	0	0	0
	point331	331	0	0	0	0	0	0	0	0	0	0	0
	point332	332											
Rd 64; SB Off Ramp (270 to 15/40)	point333	333	0	0	0	0	0	0	0	0	0	0	0
	point334	334	0	0	0	0	0	0	0	0	0	0	0
	point335	335	0	0	0	0	0	0	0	0	0	0	0
	point336	336	0	0	0	0	0	0	0	0	0	0	0
	point337	337	0	0	0	0	0	0	0	0	0	0	0
	point338	338	0	0	0	0	0	0	0	0	0	0	0
	point339	339	0	0	0	0	0	0	0	0	0	0	0
	point340	340	0	0	0	0	0	0	0	0	0	0	0
	point341	341	0	0	0	0	0	0	0	0	0	0	0
	point342	342	0	0	0	0	0	0	0	0	0	0	0
	point343	343	0	0	0	0	0	0	0	0	0	0	0
	point344	344											
Rd 66; 15/40 NB From Flyover on	point239	345	6682	59	472	59	22	59	0	0	0	0	0
	point240	346	6682	59	472	59	22	59	0	0	0	0	0
	point241	347	6682	59	472	59	22	59	0	0	0	0	0
	point242	348	6682	59	472	59	22	59	0	0	0	0	0
	point243	349	6682	59	472	59	22	59	0	0	0	0	0
	point244	350											

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_P43-47

Alternative 6 PM Receptors H-43 to H-47

Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1; 15 NB	PT1	1	4543	59	322	59	161	59	0	0	0	0	
	PT2	2	4543	59	322	59	161	59	0	0	0	0	
	PT3	3	4543	59	322	59	161	59	0	0	0	0	
	PT4	4											
Roadway2; 15 NB	PT1	5	5266	59	373	59	186	59	0	0	0	0	
	PT2	6	5266	59	373	59	186	59	0	0	0	0	
	PT3	7	5266	59	373	59	186	59	0	0	0	0	
	PT4	8											
Roadway3; 15 NB	PT1	9	3906	59	274	59	170	59	0	0	0	0	
	PT2	10	3906	59	274	59	170	59	0	0	0	0	
	PT3	11	3906	59	274	59	170	59	0	0	0	0	
	PT4	12											
Roadway4; 15 NB	PT1	13	4535	59	318	59	197	59	0	0	0	0	
	PT2	14	4535	59	318	59	197	59	0	0	0	0	
	PT3	15	4535	59	318	59	197	59	0	0	0	0	
	PT4	16	4535	59	318	59	197	59	0	0	0	0	
	PT5	17	4535	59	318	59	197	59	0	0	0	0	
	PT6	18											
Rd 5; 15 SB	PT1	19	2363	57	160	57	97	57	3	57	0	0	
	PT2	20											
Roadway6; 15 nb	PT1	21	4221	59	296	59	183	59	0	0	0	0	
	PT2	22	4221	59	296	59	183	59	0	0	0	0	
	PT3	23											
Roadway7; 15 NB (Bridge)	PT1	24	4221	59	296	59	183	59	0	0	0	0	
	PT2	25											
Roadway8; 15 NB	PT1	26	4221	59	296	59	183	59	0	0	0	0	
	PT2	27											
Roadway9; 15 SB	PT1	28	2363	57	160	57	97	57	3	57	0	0	
	PT2	29											
Roadway10; 15 SB	PT1	30	2363	57	160	57	97	57	3	57	0	0	
	PT2	31	2363	57	160	57	97	57	3	57	0	0	
	PT3	32	2363	57	160	57	97	57	3	57	0	0	
	PT4	33	2363	57	160	57	97	57	3	57	0	0	
	PT5	34											
Roadway11; 15 SB	PT5	173	2858	57	194	57	117	57	3	57	0	0	
	PT6	172	2858	57	194	57	117	57	3	57	0	0	
	PT1	37	2858	57	194	57	117	57	3	57	0	0	
	PT2	38	2858	57	194	57	117	57	3	57	0	0	
	PT3	39											
Roadway12; 15 SB	PT1	40	2472	59	166	59	84	59	3	59	0	0	

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	PT2	41	2472	59	166	59	84	59	3	59	0	0
	PT3	42										
Roadway13;15 SB	PT1	43	3537	59	238	59	121	59	4	59	0	0
	PT2	44	3537	59	238	59	121	59	4	59	0	0
	PT3	45										
Roadway15; 15 SB	PT1	49	3084	59	207	59	105	59	3	59	0	0
	PT2	50	3084	59	207	59	105	59	3	59	0	0
	PT3	51	3084	59	207	59	105	59	3	59	0	0
	PT4	52										
Roadway16; NB OFF TO W 7TH ST.	PT1	53	388	30	24	30	13	30	0	0	0	0
	PT2	54	388	30	24	30	13	30	0	0	0	0
	PT3	55	388	30	24	30	13	30	0	0	0	0
	PT4	56	388	30	24	30	13	30	0	0	0	0
	PT5	57	388	30	24	30	13	30	0	0	0	0
	PT6	58	388	30	24	30	13	30	0	0	0	0
	PT7	59	388	30	24	30	13	30	0	0	0	0
	PT8	60										
Roadway17; NB ON FROM W 7TH ST.	PT1	61	753	30	31	30	16	30	0	0	0	0
	PT2	62	753	30	31	30	16	30	0	0	0	0
	PT3	63	753	30	31	30	16	30	0	0	0	0
	PT4	64	753	30	31	30	16	30	0	0	0	0
	PT5	65	753	30	31	30	16	30	0	0	0	0
	PT6	66	753	30	31	30	16	30	0	0	0	0
	PT7	67	753	30	31	30	16	30	0	0	0	0
	PT8	68	753	30	31	30	16	30	0	0	0	0
	PT9	69										
Roadway18; SB OFF TO W 7TH	PT1	70	454	30	31	30	16	30	1	30	0	0
	PT2	71	454	30	31	30	16	30	1	30	0	0
	PT3	72	454	30	31	30	16	30	1	30	0	0
	PT4	73	454	30	31	30	16	30	1	30	0	0
	PT5	74	454	30	31	30	16	30	1	30	0	0
	PT6	75	454	30	31	30	16	30	1	30	0	0
	PT7	76	454	30	31	30	16	30	1	30	0	0
	PT8	77	454	30	31	30	16	30	1	30	0	0
	PT9	78	454	30	31	30	16	30	1	30	0	0
	PT10	79										
Roadway19; SB ON FROM W 7TH	PT1	80	923	30	35	30	18	30	0	0	0	0
	PT2	81	923	30	35	30	18	30	0	0	0	0
	PT3	82	923	30	35	30	18	30	0	0	0	0
	PT4	83	923	30	35	30	18	30	0	0	0	0
	PT5	84	923	30	35	30	18	30	0	0	0	0
	PT6	85	923	30	35	30	18	30	0	0	0	0
	PT7	86	923	30	35	30	18	30	0	0	0	0
	PT8	87	923	30	35	30	18	30	0	0	0	0
	PT9	88	923	30	35	30	18	30	0	0	0	0
	PT10	89	923	30	35	30	18	30	0	0	0	0
	PT11	90										
Roadway20; NB OFF TO MOTTER AVE	PT1	91	1333	30	93	30	49	30	0	0	0	0
	PT2	92	1333	30	93	30	49	30	0	0	0	0
	PT3	93	1333	30	93	30	49	30	0	0	0	0
	PT4	94	1333	30	93	30	49	30	0	0	0	0
	PT5	95	1333	30	93	30	49	30	0	0	0	0
	PT6	96	1333	30	93	30	49	30	0	0	0	0
	PT7	97	1333	30	93	30	49	30	0	0	0	0

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	PT8	98	1333	30	93	30	49	30	0	0	0	0
	PT9	99	1333	30	93	30	49	30	0	0	0	0
	PT10	100	1333	30	93	30	49	30	0	0	0	0
	PT11	101	1333	30	93	30	49	30	0	0	0	0
	PT12	102	1333	30	93	30	49	30	0	0	0	0
	PT13	103										
Roadway21; NB ON FROM MOTTER	PT1	104	674	30	16	30	10	30	0	0	0	0
	PT2	105	674	30	16	30	10	30	0	0	0	0
	PT3	106	674	30	16	30	10	30	0	0	0	0
	PT4	107	674	30	16	30	10	30	0	0	0	0
	PT5	108	674	30	16	30	10	30	0	0	0	0
	PT6	109	674	30	16	30	10	30	0	0	0	0
	PT7	110	674	30	16	30	10	30	0	0	0	0
	PT8	111	674	30	16	30	10	30	0	0	0	0
	PT9	112	674	30	16	30	10	30	0	0	0	0
	PT10	113	674	30	16	30	10	30	0	0	0	0
	PT11	114	674	30	16	30	10	30	0	0	0	0
	PT12	115	674	30	16	30	10	30	0	0	0	0
	PT13	116										
Roadway22; SB OFF TO OPOSSUM	PT1	117	405	30	27	30	17	30	0	0	0	0
	PT2	118	405	30	27	30	17	30	0	0	0	0
	PT3	119	405	30	27	30	17	30	0	0	0	0
	PT4	120	405	30	27	30	17	30	0	0	0	0
	PT5	121	405	30	27	30	17	30	0	0	0	0
	PT6	122	405	30	27	30	17	30	0	0	0	0
	PT7	123	405	30	27	30	17	30	0	0	0	0
	PT8	124	405	30	27	30	17	30	0	0	0	0
	PT9	125	405	30	27	30	17	30	0	0	0	0
	PT10	126	405	30	27	30	17	30	0	0	0	0
	PT11	127	405	30	27	30	17	30	0	0	0	0
	PT12	128										
Roadway23; SB ON FR OPOSSUM	PT1	129	1143	30	19	30	13	30	0	0	0	0
	PT2	130	1143	30	19	30	13	30	0	0	0	0
	PT3	131	1143	30	19	30	13	30	0	0	0	0
	PT4	132	1143	30	19	30	13	30	0	0	0	0
	PT5	133	1143	30	19	30	13	30	0	0	0	0
	PT6	134	1143	30	19	30	13	30	0	0	0	0
	PT7	135	1143	30	19	30	13	30	0	0	0	0
	PT8	136	1143	30	19	30	13	30	0	0	0	0
	PT9	137	1143	30	19	30	13	30	0	0	0	0
	PT10	138	1143	30	19	30	13	30	0	0	0	0
	PT11	139	1143	30	19	30	13	30	0	0	0	0
	PT12	140	1143	30	19	30	13	30	0	0	0	0
	PT13	141										
Roadway25; MPTTER AVE	PT1	142	2239	30	53	30	33	30	0	0	0	0
	PT2	143										
Roadway26; MOTTER AVE	PT1	144	2239	30	53	30	33	30	0	0	0	0
	PT2	145										
Roadway27; MOTTER AVE	PT1	146	2145	30	35	30	24	30	0	0	0	0
	PT2	147										
Roadway28; MOTTER AVE	PT1	148	2145	30	35	30	24	30	0	0	0	0
	PT2	149										
Roadway29; MOTTER AVE	PT1	150	2145	30	35	30	24	30	0	0	0	0
	PT2	151										

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Roadway30; WB 40	point152	152	480	55	18	55	26	55	1	55	0	0
	point153	153	480	55	18	55	26	55	1	55	0	0
	point154	154										
Roadway31; WB 40 RAMP TO SB 15	point155	155	480	55	18	55	26	55	1	55	0	0
	point156	156	480	55	18	55	26	55	1	55	0	0
	point157	157	480	55	18	55	26	55	1	55	0	0
	point158	158	480	55	18	55	26	55	1	55	0	0
	point159	159	480	55	18	55	26	55	1	55	0	0
	point160	160	480	55	18	55	26	55	1	55	0	0
	point161	161	480	55	18	55	26	55	1	55	0	0
	point162	162	480	55	18	55	26	55	1	55	0	0
	point163	163	480	55	18	55	26	55	1	55	0	0
	point164	164	480	55	18	55	26	55	1	55	0	0
	point165	165	480	55	18	55	26	55	1	55	0	0
	point166	166	480	55	18	55	26	55	1	55	0	0
	point167	167	480	55	18	55	26	55	1	55	0	0
	point168	168	480	55	18	55	26	55	1	55	0	0
	point169	169	480	55	18	55	26	55	1	55	0	0
	point170	170										
Roadway32; nNB OFF TO MD 26	point174	174	314	30	22	30	14	30	0	0	0	0
	point175	175	314	30	22	30	14	30	0	0	0	0
	point176	176	314	30	22	30	14	30	0	0	0	0
	point177	177	314	30	22	30	14	30	0	0	0	0
	point178	178	314	30	22	30	14	30	0	0	0	0
	point179	179	314	30	22	30	14	30	0	0	0	0
	point180	180	314	30	22	30	14	30	0	0	0	0
	point181	181	314	30	22	30	14	30	0	0	0	0
	point182	182	314	30	22	30	14	30	0	0	0	0
	point183	183										
Roadway33; NB ON RAMP FR MD 26	point184	184	46	30	2	30	2	30	0	0	0	0
	point185	185	46	30	2	30	2	30	0	0	0	0
	point186	186	46	30	2	30	2	30	0	0	0	0
	point187	187	46	30	2	30	2	30	0	0	0	0
	point188	188	46	30	2	30	2	30	0	0	0	0
	point189	189	46	30	2	30	2	30	0	0	0	0
	point190	190	46	30	2	30	2	30	0	0	0	0
	point191	191	46	30	2	30	2	30	0	0	0	0
	point192	192										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD1_P48-51 **Alternative 6 PM Receptors H-48 to H-51**

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1; NB 15	PT1	1	4169	57	221	57	310	57	0	0	0	0	0
	PT2	2											
Roadway2; NB 15	PT1	3	4213	57	223	57	314	57	0	0	0	0	0
	PT2	4	4213	57	223	57	314	57	0	0	0	0	0
	PT3	5	4213	57	223	57	314	57	0	0	0	0	0
	PT4	6	4213	57	223	57	314	57	0	0	0	0	0
	PT5	7	4213	57	223	57	314	57	0	0	0	0	0
	PT6	8	4213	57	223	57	314	57	0	0	0	0	0
	PT2	23											
Roadway3; NB 15	PT1	9	3792	57	201	57	282	57	0	0	0	0	0
	PT2	10	3792	57	201	57	282	57	0	0	0	0	0
	PT3	11	3792	57	201	57	282	57	0	0	0	0	0
	PT4	12	3792	57	201	57	282	57	0	0	0	0	0
	PT2	21	3792	57	201	57	282	57	0	0	0	0	0
	PT3	22											
Roadway4; NB 15	PT1	13	4191	57	222	57	312	57	0	0	0	0	0
	PT2	14	4191	57	222	57	312	57	0	0	0	0	0
	PT3	15	4191	57	222	57	312	57	0	0	0	0	0
	PT4	16											
Roadway5; NB 15	PT1	17	4191	57	222	57	312	57	0	0	0	0	0
	PT2	18	4191	57	222	57	312	57	0	0	0	0	0
	PT3	19	4191	57	222	57	312	57	0	0	0	0	0
	PT4	20											
Roadway6; SB 15	PT1	24	2173	57	113	57	162	57	0	0	0	0	0
	PT2	25	2173	57	113	57	162	57	0	0	0	0	0
	PT3	26	2173	57	113	57	162	57	0	0	0	0	0
	PT4	27											
Roadway7; SB 15	PT1	28	2173	57	113	57	162	57	0	0	0	0	0
	PT2	29	2173	57	113	57	162	57	0	0	0	0	0
	PT3	30	2173	57	113	57	162	57	0	0	0	0	0
	PT4	31	2173	57	113	57	162	57	0	0	0	0	0
	PT5	32	2173	57	113	57	162	57	0	0	0	0	0
	PT6	33	2173	57	113	57	162	57	0	0	0	0	0

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		PT2	34										
Roadway8; SB 15		PT1	35	1885	57	98	57	140	57	0	0	0	0
		PT2	36	1885	57	98	57	140	57	0	0	0	0
		PT2	41	1885	57	98	57	140	57	0	0	0	0
		PT3	42	1885	57	98	57	140	57	0	0	0	0
		PT4	43										
Roadway9; SB 15		PT1	37	2328	57	121	57	173	57	0	0	0	0
		PT2	38	2328	57	121	57	173	57	0	0	0	0
		PT2	39	2328	57	121	57	173	57	0	0	0	0
		PT3	40	2328	57	121	57	173	57	0	0	0	0
		PT4	44	2328	57	121	57	173	57	0	0	0	0
		PT5	45	2328	57	121	57	173	57	0	0	0	0
		PT6	46	2328	57	121	57	173	57	0	0	0	0
		PT7	47	2328	57	121	57	173	57	0	0	0	0
		PT8	48										
Roadway10; SB 15		PT1	49	2328	57	121	57	173	57	0	0	0	0
		PT2	50										
Roadway11; NB On Fr MD26		point142	51	46	30	2	30	2	30	0	0	0	0
		point141	52	46	30	2	30	2	30	0	0	0	0
		point140	53	46	30	2	30	2	30	0	0	0	0
		point139	54	46	30	2	30	2	30	0	0	0	0
		point138	112	46	30	2	30	2	30	0	0	0	0
		point137	113	46	30	2	30	2	30	0	0	0	0
		point136	114	46	30	2	30	2	30	0	0	0	0
		point135	115	46	30	2	30	2	30	0	0	0	0
		point134	116	46	30	2	30	2	30	0	0	0	0
		point133	117	46	30	2	30	2	30	0	0	0	0
		point132	118	46	30	2	30	2	30	0	0	0	0
		point131	119	46	30	2	30	2	30	0	0	0	0
		PT1	120	46	30	2	30	2	30	0	0	0	0
		PT2	121	46	30	2	30	2	30	0	0	0	0
		PT3	122	46	30	2	30	2	30	0	0	0	0
		PT4	123										
Roadway12; NB OFF TO TRADING		PT1	55	421	30	22	30	31	30	0	0	0	0
		PT2	56	421	30	22	30	31	30	0	0	0	0
		PT3	57	421	30	22	30	31	30	0	0	0	0
		PT4	58	421	30	22	30	31	30	0	0	0	0
		PT5	59										
Roadway13; NB CROSS TRADING		PT1	60	532	30	28	30	40	30	0	0	0	0
		PT2	61										
Roadway14; NB ON FROM TRADING		PT1	62	137	30	5	30	8	30	0	0	0	0
		PT2	63	137	30	5	30	8	30	0	0	0	0
		PT3	64	137	30	5	30	8	30	0	0	0	0
		PT4	65	137	30	5	30	8	30	0	0	0	0
		PT5	66	137	30	5	30	8	30	0	0	0	0
		PT6	67	137	30	5	30	8	30	0	0	0	0
		PT7	68	137	30	5	30	8	30	0	0	0	0

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	PT8	69	137	30	5	30	8	30	0	0	0	0
	PT9	70	137	30	5	30	8	30	0	0	0	0
	PT10	71										
Roadway15; SB OFF TO TRADING	PT1	72	288	30	15	30	21	30	0	0	0	0
	PT2	73	288	30	15	30	21	30	0	0	0	0
	PT3	74	288	30	15	30	21	30	0	0	0	0
	PT4	75	288	30	15	30	21	30	0	0	0	0
	PT5	76	288	30	15	30	21	30	0	0	0	0
	PT6	77										
Roadway16; SB CROSS TRADING	PT1	78	266	30	14	30	20	30	0	0	0	0
	PT2	79										
Roadway17; SB OFF TO TRADING	PT1	80	432	30	18	30	25	30	0	0	0	0
	PT2	81	432	30	18	30	25	30	0	0	0	0
	PT3	82	432	30	18	30	25	30	0	0	0	0
	PT4	83	432	30	18	30	25	30	0	0	0	0
	PT5	84	432	30	18	30	25	30	0	0	0	0
	PT6	85	432	30	18	30	25	30	0	0	0	0
	PT7	86										
Roadway18; EB TRADING LANE	PT1	87	1454	30	59	30	85	30	2	30	0	0
	PT2	88										
Roadway19; EB TRADING LANE	PT1	89	1250	30	51	30	73	30	1	30	0	0
	PT2	90	1250	30	51	30	73	30	1	30	0	0
	PT2	91	1250	30	51	30	73	30	1	30	0	0
	PT2	92										
Roadway20; EB TRADING LANE	PT1	93	1136	30	46	30	66	30	1	30	0	0
	PT2	94										
Roadway21; WB TRADING LANE	PT1	95	366	30	14	30	20	30	0	0	0	0
	PT2	96										
Roadway22; WB TRADING LANE	PT1	97	503	30	19	30	28	30	0	0	0	0
	PT2	98	503	30	19	30	28	30	0	0	0	0
	PT2	99	503	30	19	30	28	30	0	0	0	0
	PT2	100										
Roadway23; WB TRADING LANE	PT1	101	528	30	20	30	26	30	1	30	0	0
	PT2	102										
Roadway24; Willow Rd	PT1	103	0	0	0	0	0	0	0	0	0	0
	PT2	104	0	0	0	0	0	0	0	0	0	0
	PT3	105	0	0	0	0	0	0	0	0	0	0
	PT4	106	0	0	0	0	0	0	0	0	0	0
	PT5	107	0	0	0	0	0	0	0	0	0	0
	PT6	108	0	0	0	0	0	0	0	0	0	0
	PT7	109										
Roadway25; Willow Rd @ 15	PT1	110	0	0	0	0	0	0	0	0	0	0
	PT2	111										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD1_P52-53

Alternative 6 PM Receptors H-52 to H-53

Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1 ; 15 NB To Briggs Ford Rd	PT1	1	3238	57	172	57	241	57	0	0	0	0	0
	PT2	2	3238	57	172	57	241	57	0	0	0	0	0
	PT3	3	3238	57	172	57	241	57	0	0	0	0	0
	PT4	4	3238	57	172	57	241	57	0	0	0	0	0
	PT5	5	3238	57	172	57	241	57	0	0	0	0	0
	point93	93	3238	57	172	57	241	57	0	0	0	0	0
	point94	94	3238	57	172	57	241	57	0	0	0	0	0
	point95	95	3238	57	172	57	241	57	0	0	0	0	0
	point100	100											
Roadway2 ; 15 NB	PT1	6	3526	52	187	52	262	52	0	0	0	0	0
	PT2	7	3526	52	187	52	262	52	0	0	0	0	0
	PT3	8	3526	52	187	52	262	52	0	0	0	0	0
	point96	96	3526	52	187	52	262	52	0	0	0	0	0
	point97	97											
Roadway3 ; NB 15	PT1	9	3526	52	187	52	262	52	0	0	0	0	0
	PT2	10	3526	52	187	52	262	52	0	0	0	0	0
	PT3	11	3526	52	187	52	262	52	0	0	0	0	0
	PT4	12	3526	52	187	52	262	52	0	0	0	0	0
	PT5	13	3526	52	187	52	262	52	0	0	0	0	0
	point98	98	3526	52	187	52	262	52	0	0	0	0	0
	point99	99											
Roadway4 ; SB 15	PT1	14	1907	57	101	57	142	57	0	0	0	0	0
	PT2	15	1907	57	101	57	142	57	0	0	0	0	0
	PT3	16	1907	57	101	57	142	57	0	0	0	0	0
	PT4	17	1907	57	101	57	142	57	0	0	0	0	0
	PT5	18											
Roadway5 ; 15 SB	PT1	19	1796	57	95	57	134	57	0	0	0	0	0
	PT2	20	1796	57	95	57	134	57	0	0	0	0	0
	PT3	21	1796	57	95	57	134	57	0	0	0	0	0
	PT4	22	1796	57	95	57	134	57	0	0	0	0	0
	point101	101	1796	57	95	57	134	57	0	0	0	0	0
	point102	102	1796	57	95	57	134	57	0	0	0	0	0
	point103	103	1796	57	95	57	134	57	0	0	0	0	0
	point104	104	1796	57	95	57	134	57	0	0	0	0	0
	point105	105	1796	57	95	57	134	57	0	0	0	0	0
	point106	106	1796	57	95	57	134	57	0	0	0	0	0
	point107	107	1796	57	95	57	134	57	0	0	0	0	0
	point108	108	1796	57	95	57	134	57	0	0	0	0	0
	point109	109	1796	57	95	57	134	57	0	0	0	0	0
	point110	110											

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Roadway7 ; NB OFF TO GRIGGS FORD	PT1	29	954	30	51	30	71	30	0	0	0	0
	PT2	30	954	30	51	30	71	30	0	0	0	0
	PT3	31	954	30	51	30	71	30	0	0	0	0
	PT4	32	954	30	51	30	71	30	0	0	0	0
	PT5	33	954	30	51	30	71	30	0	0	0	0
	PT6	34	954	30	51	30	71	30	0	0	0	0
	PT7	35	954	30	51	30	71	30	0	0	0	0
	PT8	36	954	30	51	30	71	30	0	0	0	0
	PT9	37	954	30	51	30	71	30	0	0	0	0
	PT10	38	954	30	51	30	71	30	0	0	0	0
	PT11	39	954	30	51	30	71	30	0	0	0	0
	PT12	40										
Roadway8 ; NB ON FR GRIGGS FORD	PT1	41	297	30	12	30	16	30	0	0	0	0
	PT2	42	297	30	12	30	16	30	0	0	0	0
	PT3	43	297	30	12	30	16	30	0	0	0	0
	PT4	44	297	30	12	30	16	30	0	0	0	0
	PT5	45	297	30	12	30	16	30	0	0	0	0
	PT6	46	297	30	12	30	16	30	0	0	0	0
	PT7	47	297	30	12	30	16	30	0	0	0	0
	PT8	48	297	30	12	30	16	30	0	0	0	0
	PT9	49	297	30	12	30	16	30	0	0	0	0
	PT10	50	297	30	12	30	16	30	0	0	0	0
	PT11	51	297	30	12	30	16	30	0	0	0	0
	PT12	52	297	30	12	30	16	30	0	0	0	0
	PT13	53										
Roadway9 ; SB OFF	PT1	54	111	30	6	30	8	30	0	0	0	0
	PT2	55	111	30	6	30	8	30	0	0	0	0
	PT3	56	111	30	6	30	8	30	0	0	0	0
	PT4	57	111	30	6	30	8	30	0	0	0	0
	PT5	58	111	30	6	30	8	30	0	0	0	0
	PT6	59	111	30	6	30	8	30	0	0	0	0
	PT7	60	111	30	6	30	8	30	0	0	0	0
	PT8	61										
Roadway10 ; SB ON	PT1	62	411	30	16	30	23	30	0	0	0	0
	PT2	63	411	30	16	30	23	30	0	0	0	0
	PT3	64	411	30	16	30	23	30	0	0	0	0
	PT4	65	411	30	16	30	23	30	0	0	0	0
	PT5	66	411	30	16	30	23	30	0	0	0	0
	PT6	67	411	30	16	30	23	30	0	0	0	0
	PT7	68	411	30	16	30	23	30	0	0	0	0
	PT8	69										
Roadway11 ; BRIGGS FORD RD	PT1	70	730	30	29	30	40	30	1	30	0	0
	PT2	71	730	30	29	30	40	30	1	30	0	0
	PT3	72										
Roadway12 ; BROGGS FORD (Br)	PT1	73	730	30	29	30	40	30	1	30	0	0
	PT2	74										
Roadway13 ; BRIGGS FORD RD	PT1	75	730	30	29	30	40	30	1	30	0	0
	PT2	76	730	30	29	30	40	30	1	30	0	0
	PT3	77	730	30	29	30	40	30	1	30	0	0
	PT4	78										
Roadway14 ; BRIGGS FORD RD	PT1	79	2031	30	80	30	113	30	0	0	0	0
	PT2	80										
Roadway15 ; BRIGGS FORD RD	PT1	81	1963	30	77	30	110	30	0	0	0	0
	PT2	82										

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Roadway16 ; SUNDAY LANE		PT1	83	0	0	0	0	0	0	0	0	0	0
		PT2	84										
Roadway17 ; SUNDAY LANE		PT1	85	0	0	0	0	0	0	0	0	0	0
		PT2	86										
Roadway18 ; SUN LA TO SB OFF RAMP		PT1	87	0	0	0	0	0	0	0	0	0	0
		PT2	88										
Roadway19 ; SB OFF TO BRIGGS FORD		PT1	89	0	0	0	0	0	0	0	0	0	0
		PT2	90	0	0	0	0	0	0	0	0	0	0
		PT3	91										
Rd 20; Briggs Ford Rd		point111	111	0	0	0	0	0	0	0	0	0	0
		point112	112	0	0	0	0	0	0	0	0	0	0
		point113	113	0	0	0	0	0	0	0	0	0	0
		point114	114	0	0	0	0	0	0	0	0	0	0
		point115	115	0	0	0	0	0	0	0	0	0	0
		point116	116										

APPENDIX N

2030 ALTERNATIVE 7 TRAFFIC VOLUMES AND SPEEDS INPUT TO TNM 2.5 TRAFFIC NOISE MODEL

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_A1-5

Alternative 7 AM Receptors H-1 to H-5

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; NB ON RAMP	PT1	1	458	30	12	30	4	30	0	0	0	0	0
	PT2	2	458	30	12	30	4	30	0	0	0	0	0
	PT3	3	458	30	12	30	4	30	0	0	0	0	0
	PT4	4	458	30	12	30	4	30	0	0	0	0	0
	PT5	5	458	30	12	30	4	30	0	0	0	0	0
	PT6	6											
Roadway2 ; NB ETL	PT1	7	1294	62	128	62	0	0	3	62	0	0	0
	PT2	8	1294	62	128	62	0	0	3	62	0	0	0
	PT3	9	1294	62	128	62	0	0	3	62	0	0	0
	PT4	10	1294	62	128	62	0	0	3	62	0	0	0
	PT5	11	1294	62	128	62	0	0	3	62	0	0	0
	PT6	12	1294	62	128	62	0	0	3	62	0	0	0
	PT7	13											
Roadway4 ; NB RTL	PT1	16	1294	62	128	62	0	0	3	62	0	0	0
	PT2	17	1294	62	128	62	0	0	3	62	0	0	0
	PT3	18	1294	62	128	62	0	0	3	62	0	0	0
	PT4	19	1294	62	128	62	0	0	3	62	0	0	0
	PT5	20	1294	62	128	62	0	0	3	62	0	0	0
	PT6	21	1294	62	128	62	0	0	3	62	0	0	0
	PT7	22	1294	62	128	62	0	0	3	62	0	0	0
	PT8	23											
Roadway5 ; MUDDY BRANCH NB	PT1	24	645	45	55	45	0	0	0	0	0	0	0
	PT2	25	645	45	55	45	0	0	0	0	0	0	0
	PT3	26	645	45	55	45	0	0	0	0	0	0	0
	PT4	27											
Roadway6 ; MUDDY BRANCH NB (Bridg	PT1	28	645	45	55	45	0	0	0	0	0	0	0
	PT2	29	645	45	55	45	0	0	0	0	0	0	0
	PT3	30											
Roadway7 ; MUDDY BRANCH NB	PT1	31	645	45	55	45	0	0	0	0	0	0	0
	PT2	32	645	45	55	45	0	0	0	0	0	0	0
	PT3	33	645	45	55	45	0	0	0	0	0	0	0
	PT4	34											
Roadway8 ; MUDDY BRANCH SB		44	35	460	45	40	45	0	0	0	0	0	0

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	PT2	36	460	45	40	45	0	0	0	0	0	0
	PT3	37	460	45	40	45	0	0	0	0	0	0
	PT4	38										
Roadway9 ; MUDDY BRANCH SB (Brid)	PT1	39	460	45	40	45	0	0	0	0	0	0
	PT2	40	460	45	40	45	0	0	0	0	0	0
	PT3	41										
Roadway10 ; OFF RAMP TO SAM EIG	PT1	42	500	30	37	30	12	30	1	30	0	0
	PT2	43	500	30	37	30	12	30	1	30	0	0
	PT3	44	500	30	37	30	12	30	1	30	0	0
	PT4	45	500	30	37	30	12	30	1	30	0	0
	PT5	46	500	30	37	30	12	30	1	30	0	0
	PT6	47	500	30	37	30	12	30	1	30	0	0
	PT7	48										
Roadway13 ; SB ETL	PT1	73	3190	57	318	57	0	0	16	57	0	0
	PT2	74	3190	57	318	57	0	0	16	57	0	0
	PT3	75	3190	57	318	57	0	0	16	57	0	0
	PT4	76	3190	57	318	57	0	0	16	57	0	0
	PT5	77	3190	57	318	57	0	0	16	57	0	0
	PT6	78	3190	57	318	57	0	0	16	57	0	0
	PT7	79	3190	57	318	57	0	0	16	57	0	0
	PT8	80	3190	57	318	57	0	0	16	57	0	0
	PT9	81	3190	57	318	57	0	0	16	57	0	0
	point213	213										
Roadway14 ; MUDDY BRANCH SB	PT1	85	460	45	40	45	0	0	0	0	0	0
	PT2	86	460	45	40	45	0	0	0	0	0	0
	PT3	87										
Roadway15 ; NB 270	PT1	88	3117	67	233	67	75	67	3	67	0	0
	PT2	89	3117	67	233	67	75	67	3	67	0	0
	PT3	90										
Roadway16 ; NB 270	PT1	91	3549	66	265	66	86	66	4	66	0	0
	PT2	92	3549	66	265	66	86	66	4	66	0	0
	PT3	93	3549	66	265	66	86	66	4	66	0	0
	PT4	94	3549	66	265	66	86	66	4	66	0	0
	PT5	95	3549	66	265	66	86	66	4	66	0	0
	PT6	96	3549	66	265	66	86	66	4	66	0	0
	PT7	97	3549	66	265	66	86	66	4	66	0	0
	PT8	98	3549	66	265	66	86	66	4	66	0	0
	PT9	99	3549	66	265	66	86	66	4	66	0	0
	PT10	100	3549	66	265	66	86	66	4	66	0	0
	PT11	101	3549	66	265	66	86	66	4	66	0	0
	PT12	102	3549	66	265	66	86	66	4	66	0	0
	PT13	103	3549	66	265	66	86	66	4	66	0	0
	point211	211										
Roadway18 ; SB 270 FR 117 ON RAMP	PT1	106	8204	23	623	23	199	23	9	23	0	0
	PT2	107	8204	23	623	23	199	23	9	23	0	0
	PT3	108	8204	23	623	23	199	23	9	23	0	0
	PT4	109	8204	23	623	23	199	23	9	23	0	0
	PT5	110	8204	23	623	23	199	23	9	23	0	0

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	PT6	111	8204	23	623	23	199	23	9	23	0	0
	PT7	112	8204	23	623	23	199	23	9	23	0	0
	PT8	113	8204	23	623	23	199	23	9	23	0	0
	PT9	114										
Roadway19 ; SB 270 TO OFF TO 370	PT1	115	8204	23	623	23	199	23	9	23	0	0
	PT2	116	8204	23	623	23	199	23	9	23	0	0
	PT3	117	8204	23	623	23	199	23	9	23	0	0
	PT4	118	8204	23	623	23	199	23	9	23	0	0
	PT5	119	8204	23	623	23	199	23	9	23	0	0
	PT6	120	8204	23	623	23	199	23	9	23	0	0
	PT7	121	8204	23	623	23	199	23	9	23	0	0
	PT8	122										
Roadway20 ; SB 270 FR OFF TO 370	PT1	123	7704	17	585	17	186	17	8	17	0	0
	PT2	124										
Rd21; NB ETL Fr 370	point125	125	885	63	88	63	0	0	2	63	0	0
	point126	126										
Rd22; NB ETL Fr 370	point127	127	454	55	45	55	0	0	1	55	0	0
	point128	128										
Rd23; NB ETL Before Off Ramp	point129	129	1294	62	128	62	0	0	3	62	0	0
	point130	130	1294	62	128	62	0	0	3	62	0	0
	point131	131										
Rd24; NB ETL Off Ramp to 117	point215	215	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0
	point135	135	0	0	0	0	0	0	0	0	0	0
	point136	136	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0
	point140	140	0	0	0	0	0	0	0	0	0	0
	point141	141	0	0	0	0	0	0	0	0	0	0
	point142	142	0	0	0	0	0	0	0	0	0	0
	point143	143	0	0	0	0	0	0	0	0	0	0
	point144	144	0	0	0	0	0	0	0	0	0	0
	point145	145	0	0	0	0	0	0	0	0	0	0
	point146	146	0	0	0	0	0	0	0	0	0	0
	point147	147	0	0	0	0	0	0	0	0	0	0
	point148	148	0	0	0	0	0	0	0	0	0	0
	point149	149	0	0	0	0	0	0	0	0	0	0
	point150	150	0	0	0	0	0	0	0	0	0	0
	point151	151										
Rd25; SB ETL fr 117 on ramp to split	point153	153	3190	57	318	57	0	0	16	57	0	0
	point154	154	3190	57	318	57	0	0	16	57	0	0
	point155	155	3190	57	318	57	0	0	16	57	0	0
	point156	156	3190	57	318	57	0	0	16	57	0	0
	point157	157	3190	57	318	57	0	0	16	57	0	0
	point158	158	3190	57	318	57	0	0	16	57	0	0
	point 159	159	3190	57	318	57	0	0	16	57	0	0

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	point160	160	3190	57	318	57	0	0	16	57	0	0
	point161	161										
Rd26; SB ETL Eastern Split	point162	162	1403	55	140	55	0	0	7	55	0	0
	point163	163	1403	55	140	55	0	0	7	55	0	0
	point164	164										
Rd27; SB ETL Western Split	point165	165	1833	56	183	56	0	0	9	56	0	0
	point166	166	1833	56	183	56	0	0	9	56	0	0
	point167	167										
Rd28; SB ETL on ramo fr 117	point168	168	0	0	0	0	0	0	0	0	0	0
	point169	169	0	0	0	0	0	0	0	0	0	0
	point170	170	0	0	0	0	0	0	0	0	0	0
	point171	171	0	0	0	0	0	0	0	0	0	0
	point172	172	0	0	0	0	0	0	0	0	0	0
	point173	173	0	0	0	0	0	0	0	0	0	0
	point174	174	0	0	0	0	0	0	0	0	0	0
	point175	175	0	0	0	0	0	0	0	0	0	0
	point176	176	0	0	0	0	0	0	0	0	0	0
	point177	177	0	0	0	0	0	0	0	0	0	0
	point178	178	0	0	0	0	0	0	0	0	0	0
	point179	179	0	0	0	0	0	0	0	0	0	0
	point180	180	0	0	0	0	0	0	0	0	0	0
	point181	181	0	0	0	0	0	0	0	0	0	0
	point182	182	0	0	0	0	0	0	0	0	0	0
	point183	183	0	0	0	0	0	0	0	0	0	0
	point184	184	0	0	0	0	0	0	0	0	0	0
	point185	185	0	0	0	0	0	0	0	0	0	0
	point186	186	0	0	0	0	0	0	0	0	0	0
	point214	214										
Rd29; SB 270 to On ramp from 117	point187	187	4704	62	357	62	114	62	5	62	0	0
	point188	188	4704	62	357	62	114	62	5	62	0	0
	point189	189	4704	62	357	62	114	62	5	62	0	0
	point190	190										
Rd30; SB 270 On ramp fr 117	point191	191	3681	30	158	30	8	30	4	30	0	0
	point192	192	3681	30	158	30	8	30	4	30	0	0
	point193	193	3681	30	158	30	8	30	4	30	0	0
	point194	194	3681	30	158	30	8	30	4	30	0	0
	point195	195	3681	30	158	30	8	30	4	30	0	0
	point196	196	3681	30	158	30	8	30	4	30	0	0
	point197	197	3681	30	158	30	8	30	4	30	0	0
	point198	198	3681	30	158	30	8	30	4	30	0	0
	point199	199	3681	30	158	30	8	30	4	30	0	0
	point200	200	3681	30	158	30	8	30	4	30	0	0
	point201	201	3681	30	158	30	8	30	4	30	0	0
	point202	202	3681	30	158	30	8	30	4	30	0	0
	point203	203	3681	30	158	30	8	30	4	30	0	0
	point204	204	3681	30	158	30	8	30	4	30	0	0
	point205	205	3681	30	158	30	8	30	4	30	0	0
	point206	206	3681	30	158	30	8	30	4	30	0	0

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		point207	207	3681	30	158	30	8	30	4	30	0	0
		point208	208	3681	30	158	30	8	30	4	30	0	0
		point209	209										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_A6-10

Alternative 7 AM Receptors H-6 to H-10

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; NB ETL	PT1	1	1149	63	129	63	0	0	3	63	0	0	
	PT2	2											
Roadway2 ; MBROOK EB TO 270 SB	PT1	5	779	30	12	30	8	30	1	30	0	0	
	PT2	6	779	30	12	30	8	30	1	30	0	0	
	PT3	7											
Roadway3 ; MBROOK EB	PT1	8	584	45	9	45	6	45	1	45	0	0	
	PT2	9											
Roadway4 ; MBROOK EB	PT1	10	584	45	9	45	6	45	1	45	0	0	
	PT2	11	584	45	9	45	6	45	1	45	0	0	
	PT3	12	584	45	9	45	6	45	1	45	0	0	
	PT4	13	584	45	9	45	6	45	1	45	0	0	
	PT5	14	584	45	9	45	6	45	1	45	0	0	
	PT6	15											
Roadway5 ; MBROOK WB	PT1	16	1517	45	35	45	24	45	2	45	0	0	
	PT2	17	1517	45	35	45	24	45	2	45	0	0	
	PT3	18											
Roadway6 ; MBROOK WB	PT1	19	1865	45	37	45	25	45	0	0	0	0	
	PT2	20	1865	45	37	45	25	45	0	0	0	0	
	PT3	21	1865	45	37	45	25	45	0	0	0	0	
	PT4	22	1865	45	37	45	25	45	0	0	0	0	
	PT5	23											
Roadway7 ; MBROOK WB	PT1	24	1357	45	27	45	18	45	0	0	0	0	
	PT2	25	1357	45	27	45	18	45	0	0	0	0	
	PT3	26	1357	45	27	45	18	45	0	0	0	0	
	PT4	27											
Roadway8 ; TO SB RAMP	PT1	28	0	0	0	0	0	0	0	0	0	0	
	PT2	29											
Roadway9 ; SB RAMP FR WB MBROOK	PT1	30	0	0	0	0	0	0	0	0	0	0	
	PT2	31	0	0	0	0	0	0	0	0	0	0	
	PT3	32											
Roadway10 ; NB ETL	PT1	33	1149	63	129	63	0	0	3	63	0	0	
	PT2	34	1149	63	129	63	0	0	3	63	0	0	
	PT3	35	1149	63	129	63	0	0	3	63	0	0	
	PT4	36	1149	63	129	63	0	0	3	63	0	0	

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	PT5	37	1149	63	129	63	0	0	3	63	0	0
	PT6	38	1149	63	129	63	0	0	3	63	0	0
	PT7	39	1149	63	129	63	0	0	3	63	0	0
	PT8	40	1149	63	129	63	0	0	3	63	0	0
	PT9	41	1149	63	129	63	0	0	3	63	0	0
	PT10	42	1149	63	129	63	0	0	3	63	0	0
	PT11	43	1149	63	129	63	0	0	3	63	0	0
	PT12	44	1149	63	129	63	0	0	3	63	0	0
	PT13	45	1149	63	129	63	0	0	3	63	0	0
	PT14	46	1149	63	129	63	0	0	3	63	0	0
	point224	224	1149	63	129	63	0	0	3	63	0	0
	PT15	47										
Roadway11 ; NB ETL (Bridge)	PT1	48	1149	63	129	63	0	0	3	63	0	0
	PT2	49										
Roadway12 ; NB ETL	PT1	50	1149	63	129	63	0	0	3	63	0	0
	PT2	51	1149	63	129	63	0	0	3	63	0	0
	PT3	52	1149	63	129	63	0	0	3	63	0	0
	PT4	53										
Roadway13 ; NB OFF TO MBROOK	PT1	54	318	30	19	30	13	30	1	30	0	0
	PT2	55	318	30	19	30	13	30	1	30	0	0
	PT3	56	318	30	19	30	13	30	1	30	0	0
	PT4	57	318	30	19	30	13	30	1	30	0	0
	PT5	58	318	30	19	30	13	30	1	30	0	0
	PT6	59	318	30	19	30	13	30	1	30	0	0
	PT7	60	318	30	19	30	13	30	1	30	0	0
	PT8	61	318	30	19	30	13	30	1	30	0	0
	PT9	62	318	30	19	30	13	30	1	30	0	0
	PT10	63	318	30	19	30	13	30	1	30	0	0
	PT11	64	318	30	19	30	13	30	1	30	0	0
	PT12	65	318	30	19	30	13	30	1	30	0	0
	PT13	66	318	30	19	30	13	30	1	30	0	0
	PT14	67	318	30	19	30	13	30	1	30	0	0
	PT15	68										
Roadway14 ; SB ETL	PT1	69	2909	60	310	60	0	0	10	60	0	0
	PT2	70	2909	60	310	60	0	0	10	60	0	0
	PT3	71	2909	60	310	60	0	0	10	60	0	0
	PT4	72	2909	60	310	60	0	0	10	60	0	0
	PT5	73	2909	60	310	60	0	0	10	60	0	0
	PT6	74	2909	60	310	60	0	0	10	60	0	0
	PT7	75	2909	60	310	60	0	0	10	60	0	0
	PT8	76										
Roadway15 ; SB ETL (Bridge)	PT1	77	2909	60	310	60	0	0	10	60	0	0
	PT2	78										
Roadway16 ; SB ETL	PT1	79	2909	60	310	60	0	0	10	60	0	0
	PT2	80	2909	60	310	60	0	0	10	60	0	0
	PT3	81	2909	60	310	60	0	0	10	60	0	0
	PT4	82	2909	60	310	60	0	0	10	60	0	0
	PT5	83	2909	60	310	60	0	0	10	60	0	0

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	PT6	84	2909	60	310	60	0	0	10	60	0	0
	PT7	85	2909	60	310	60	0	0	10	60	0	0
	PT8	86	2909	60	310	60	0	0	10	60	0	0
	PT9	87	2909	60	310	60	0	0	10	60	0	0
	PT10	88	2909	60	310	60	0	0	10	60	0	0
	PT11	89	2909	60	310	60	0	0	10	60	0	0
	PT12	90	2909	60	310	60	0	0	10	60	0	0
	PT13	91	2909	60	310	60	0	0	10	60	0	0
	PT14	92	2909	60	310	60	0	0	10	60	0	0
	PT15	93	2909	60	310	60	0	0	10	60	0	0
	PT16	94	2909	60	310	60	0	0	10	60	0	0
	PT17	95	2909	60	310	60	0	0	10	60	0	0
	PT18	96	2909	60	310	60	0	0	10	60	0	0
	PT19	97										
Roadway17 ; SB ETL	PT1	98	2909	60	310	60	0	0	10	60	0	0
	PT2	99	2909	60	310	60	0	0	10	60	0	0
	PT3	100	2909	60	310	60	0	0	10	60	0	0
	PT4	101	2909	60	310	60	0	0	10	60	0	0
	PT5	102	2909	60	310	60	0	0	10	60	0	0
	PT6	180										
Roadway18 ; SB ON RAMP	PT1	103	1291	30	20	30	13	30	1	30	0	0
	PT2	104	1291	30	20	30	13	30	1	30	0	0
	PT3	105	1291	30	20	30	13	30	1	30	0	0
	PT4	106	1291	30	20	30	13	30	1	30	0	0
	PT5	107	1291	30	20	30	13	30	1	30	0	0
	PT6	108	1291	30	20	30	13	30	1	30	0	0
	PT7	109										
Roadway19 ; NB OFF RAMP	PT1	110	204	30	12	30	8	30	0	0	0	0
	PT2	111	204	30	12	30	8	30	0	0	0	0
	PT3	112	204	30	12	30	8	30	0	0	0	0
	PT4	113	204	30	12	30	8	30	0	0	0	0
	PT5	114	204	30	12	30	8	30	0	0	0	0
	PT6	115	204	30	12	30	8	30	0	0	0	0
	PT7	116	204	30	12	30	8	30	0	0	0	0
	PT8	117	204	30	12	30	8	30	0	0	0	0
	PT9	118										
Roadway20 ; NB 270	PT1	119	1680	65	98	65	68	65	4	65	0	0
	PT2	120	1680	65	98	65	68	65	4	65	0	0
	PT3	121	1680	65	98	65	68	65	4	65	0	0
	PT4	122	1680	65	98	65	68	65	4	65	0	0
	PT5	123	1680	65	98	65	68	65	4	65	0	0
	PT6	124	1680	65	98	65	68	65	4	65	0	0
	PT7	125	1680	65	98	65	68	65	4	65	0	0
	PT8	126	1680	65	98	65	68	65	4	65	0	0
	PT9	127	1680	65	98	65	68	65	4	65	0	0
	PT10	128	1680	65	98	65	68	65	4	65	0	0
	PT11	129	1680	65	98	65	68	65	4	65	0	0
	PT12	130	1680	65	98	65	68	65	4	65	0	0

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	PT13	131	1680	65	98	65	68	65	4	65	0	0
	PT14	132										
Roadway21 ; NB 270	PT1	133	1680	65	98	65	68	65	4	65	0	0
	PT2	134	1680	65	98	65	68	65	4	65	0	0
	PT3	135	1680	65	98	65	68	65	4	65	0	0
	PT4	136	1680	65	98	65	68	65	4	65	0	0
	PT5	137	1680	65	98	65	68	65	4	65	0	0
	PT6	138	1680	65	98	65	68	65	4	65	0	0
	PT7	139	1680	65	98	65	68	65	4	65	0	0
	PT8	140	1680	65	98	65	68	65	4	65	0	0
	PT9	141										
Roadway22 ; NB 270	PT1	142	1476	65	86	65	60	65	3	65	0	0
	PT2	143										
Roadway23 ; NB 270	PT1	144	1476	65	86	65	60	65	3	65	0	0
	PT2	145										
Roadway24 ; NB 270	PT1	146	1476	65	86	65	60	65	3	65	0	0
	PT2	147	1476	65	86	65	60	65	3	65	0	0
	PT3	148										
Roadway25 ; NB 270	PT1	149	2187	65	138	65	99	65	3	65	0	0
	PT2	150	2187	65	138	65	99	65	3	65	0	0
	PT3	151	2187	65	138	65	99	65	3	65	0	0
	PT4	152	2187	65	138	65	99	65	3	65	0	0
	PT5	153										
Roadway27 ; SB 270	PT1	158	5006	61	316	61	222	61	6	61	0	0
	PT2	159										
Roadway28 ; SB 270	PT1	160	5006	61	316	61	222	61	6	61	0	0
	PT2	161										
Roadway29 ; SB 270	PT1	162	6256	64	358	64	254	64	0	0	0	0
	PT2	163										
Rd31; NB ETL to Middlebrook	point178	178	1149	63	129	63	0	0	3	63	0	0
	point179	179										
Rd32; SB 270 (6 Lanes)	point181	181	5006	61	316	61	222	61	6	61	0	0
	point182	182										
Rdy33; SB 270 (5 Lanes)	point183	183	5006	61	316	61	222	61	6	61	0	0
	point184	184										
Rd34; SB 270 (4 Lanes)	point185	185	5006	61	316	61	222	61	6	61	0	0
	point186	186										
Rd35; SB 270 to Off Ramp	point187	187	6256	64	358	64	254	64	0	0	0	0
	point188	188	6256	64	358	64	254	64	0	0	0	0
	point189	189	6256	64	358	64	254	64	0	0	0	0
	point190	190	6256	64	358	64	254	64	0	0	0	0
	point191	191	6256	64	358	64	254	64	0	0	0	0
	point192	192	6256	64	358	64	254	64	0	0	0	0
	point193	193	6256	64	358	64	254	64	0	0	0	0
	point194	194	6256	64	358	64	254	64	0	0	0	0
	point195	195	6256	64	358	64	254	64	0	0	0	0
	point196	196	6256	64	358	64	254	64	0	0	0	0
	point197	197	6256	64	358	64	254	64	0	0	0	0

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	point198	198	6256	64	358	64	254	64	0	0	0	0
	point199	199										
Rd37; SB 270 from Off Ramp	point200	200	5801	64	332	64	236	64	1	64	0	0
	point201	201	5801	64	332	64	236	64	1	64	0	0
	point202	202	5801	64	332	64	236	64	1	64	0	0
	point203	203										
Rd 39; SB Off Ramp fr 270	point214	214	455	30	26	30	19	30	1	30	0	0
	point215	215	455	30	26	30	19	30	1	30	0	0
	point216	216	455	30	26	30	19	30	1	30	0	0
	point217	217	455	30	26	30	19	30	1	30	0	0
	point218	218	455	30	26	30	19	30	1	30	0	0
	point219	219										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_A11-13 **Alternative 7 AM Receptors H-11 to H-13**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	2120	64	136	64	94	64	0	0	0	0	0
	PT2	2	2120	64	136	64	94	64	0	0	0	0	0
	PT3	3	2120	64	136	64	94	64	0	0	0	0	0
	PT4	4											
Roadway3 ; NB ON RAMP fr Father H	PT1	13	145	30	3	30	2	30	0	0	0	0	0
	PT2	14	145	30	3	30	2	30	0	0	0	0	0
	PT3	15	145	30	3	30	2	30	0	0	0	0	0
	PT4	16	145	30	3	30	2	30	0	0	0	0	0
	PT5	17	145	30	3	30	2	30	0	0	0	0	0
	PT6	18	145	30	3	30	2	30	0	0	0	0	0
	PT7	19	145	30	3	30	2	30	0	0	0	0	0
	PT8	20	145	30	3	30	2	30	0	0	0	0	0
	PT9	21											
Roadway5 ; 270 SB to off to F. Hurley	PT1	34	4806	54	351	54	243	54	5	54	0	0	0
	PT2	35	4806	54	351	54	243	54	5	54	0	0	0
	PT3	36	4806	54	351	54	243	54	5	54	0	0	0
	PT4	37	4806	54	351	54	243	54	5	54	0	0	0
	PT5	38	4806	54	351	54	243	54	5	54	0	0	0
	PT6	39	4806	54	351	54	243	54	5	54	0	0	0
	PT7	40	4806	54	351	54	243	54	5	54	0	0	0
	PT8	41	4806	54	351	54	243	54	5	54	0	0	0
	PT9	42	4806	54	351	54	243	54	5	54	0	0	0
	PT10	43											
Rd 6 ;SB 270 @ Father Hurley	PT1	44	3916	63	286	63	198	63	4	63	0	0	0
	PT2	45	3916	63	286	63	198	63	4	63	0	0	0
	PT3	46	3916	63	286	63	198	63	4	63	0	0	0
	PT4	47	3916	63	286	63	198	63	4	63	0	0	0
	PT5	48	3916	63	286	63	198	63	4	63	0	0	0
	PT6	49											
Roadway7 ; SB OFF to Father Hurley	PT1	50	601	30	44	30	30	30	1	30	0	0	0
	PT2	51	601	30	44	30	30	30	1	30	0	0	0
	PT3	52	601	30	44	30	30	30	1	30	0	0	0
	PT4	53	601	30	44	30	30	30	1	30	0	0	0

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	PT5	54	601	30	44	30	30	30	1	30	0	0
	PT6	55										
Roadway9 ; SB ETL	PT1	67	2514	55	280	55	0	0	6	55	0	0
	PT2	68	2514	55	280	55	0	0	6	55	0	0
	PT3	69	2514	55	280	55	0	0	6	55	0	0
	PT4	70	2514	55	280	55	0	0	6	55	0	0
	PT5	71	2514	55	280	55	0	0	6	55	0	0
	PT6	72	2514	55	280	55	0	0	6	55	0	0
	PT7	73	2514	55	280	55	0	0	6	55	0	0
	PT8	74	2514	55	280	55	0	0	6	55	0	0
	PT9	75	2514	55	280	55	0	0	6	55	0	0
	PT10	76	2514	55	280	55	0	0	6	55	0	0
	PT11	77	2514	55	280	55	0	0	6	55	0	0
	PT12	78	2514	55	280	55	0	0	6	55	0	0
	PT13	79	2514	55	280	55	0	0	6	55	0	0
	PT14	80	2514	55	280	55	0	0	6	55	0	0
	PT15	81										
Rd 11; NB 270 fr F Hurley (5 Lanes)	point82	82	2230	60	160	60	110	60	0	0	0	0
	point83	83										
Rd 12; NB 270 (4 lanes)	point84	84	2230	60	160	60	110	60	0	0	0	0
	point85	85	2230	60	160	60	110	60	0	0	0	0
	point86	86	2230	60	160	60	110	60	0	0	0	0
	point87	87	2230	60	160	60	110	60	0	0	0	0
	point88	88	2230	60	160	60	110	60	0	0	0	0
	point89	89	2230	60	160	60	110	60	0	0	0	0
	point90	90	2230	60	160	60	110	60	0	0	0	0
	point91	91	2230	60	160	60	110	60	0	0	0	0
	point92	92	2230	60	160	60	110	60	0	0	0	0
	point93	93	2230	60	160	60	110	60	0	0	0	0
	point94	94										
Rd 13; NB ETL	point95	95	1037	59	112	59	0	0	1	59	0	0
	point96	96	1037	59	112	59	0	0	1	59	0	0
	point97	97	1037	59	112	59	0	0	1	59	0	0
	point98	98	1037	59	112	59	0	0	1	59	0	0
	point99	99	1037	59	112	59	0	0	1	59	0	0
	point100	100	1037	59	112	59	0	0	1	59	0	0
	point101	101	1037	59	112	59	0	0	1	59	0	0
	point102	102	1037	59	112	59	0	0	1	59	0	0
	point103	103	1037	59	112	59	0	0	1	59	0	0
	point104	104	1037	59	112	59	0	0	1	59	0	0
	point105	105	1037	59	112	59	0	0	1	59	0	0
	point106	106	1037	59	112	59	0	0	1	59	0	0
	point107	107	1037	59	112	59	0	0	1	59	0	0
	point108	108										
Rd 14; SB 270 fr Father Hurley	point109	109	3916	63	286	63	198	63	4	63	0	0
	point110	110										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_A14-16 **Alternative 7 AM Receptors H-14 to H-16**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; FREDERIC RD	PT1	24	0	0	0	0	0	0	0	0	0	0	0
	PT2	25	0	0	0	0	0	0	0	0	0	0	0
	PT3	26	0	0	0	0	0	0	0	0	0	0	0
	PT4	27	0	0	0	0	0	0	0	0	0	0	0
	PT5	28	0	0	0	0	0	0	0	0	0	0	0
	PT6	29	0	0	0	0	0	0	0	0	0	0	0
	PT7	30	0	0	0	0	0	0	0	0	0	0	0
	PT8	31	0	0	0	0	0	0	0	0	0	0	0
	PT9	32	0	0	0	0	0	0	0	0	0	0	0
	PT10	33	0	0	0	0	0	0	0	0	0	0	0
	PT11	34	0	0	0	0	0	0	0	0	0	0	0
	PT12	35											
Roadway4 ; COMUS RD	PT1	36	55	30	10	30	10	30	10	0	0	0	0
	PT2	37											
Roadway5 ; COMUS RD (Bridge)	PT1	38	55	30	10	30	10	30	10	0	0	0	0
	PT2	39											
Roadway6 ; COMUS RD	PT1	40	55	30	10	30	10	30	10	0	0	0	0
	PT2	41	55	30	10	30	10	30	10	0	0	0	0
	PT3	42	55	30	10	30	10	30	10	0	0	0	0
	PT4	43											
Rd 13; NB 270 (3Lanes)	point89	89	1447	58	120	58	83	58	0	0	0	0	0
	point90	90											
Rd 14; NB 270 (2 Lanes)	point91	91	1447	58	120	58	83	58	0	0	0	0	0
	point92	92	1447	58	120	58	83	58	0	0	0	0	0
	point93	93	1447	58	120	58	83	58	0	0	0	0	0
	point94	94	1447	58	120	58	83	58	0	0	0	0	0
	point95	95	1447	58	120	58	83	58	0	0	0	0	0
	point96	96	1447	58	120	58	83	58	0	0	0	0	0
	point97	97	1447	58	120	58	83	58	0	0	0	0	0
	point98	98	1447	58	120	58	83	58	0	0	0	0	0
	point99	99											
Rd 16; NB ETL from Off to 270	point102	102	1112	55	161	55	0	0	1	55	0	0	0
	point103	103	1112	55	161	55	0	0	1	55	0	0	0

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	point104	104	1112	55	161	55	0	0	1	55	0	0
	point105	105	1112	55	161	55	0	0	1	55	0	0
	point106	106	1112	55	161	55	0	0	1	55	0	0
	point107	107	1112	55	161	55	0	0	1	55	0	0
	point108	108	1112	55	161	55	0	0	1	55	0	0
	point109	109	1112	55	161	55	0	0	1	55	0	0
	point110	110	1112	55	161	55	0	0	1	55	0	0
	point111	111	1112	55	161	55	0	0	1	55	0	0
	point112	112										
Rd 18; SB ETL to Off to 270	point115	115	2911	55	429	55	0	0	10	55	0	0
	point116	116	2911	55	429	55	0	0	10	55	0	0
	point117	117	2911	55	429	55	0	0	10	55	0	0
	point118	118	2911	55	429	55	0	0	10	55	0	0
	point119	119	2911	55	429	55	0	0	10	55	0	0
	point120	120	2911	55	429	55	0	0	10	55	0	0
	point121	121	2911	55	429	55	0	0	10	55	0	0
	point122	122	2911	55	429	55	0	0	10	55	0	0
	point123	123	2911	55	429	55	0	0	10	55	0	0
	point124	124	2911	55	429	55	0	0	10	55	0	0
	point125	125	2911	55	429	55	0	0	10	55	0	0
	point126	126	2911	55	429	55	0	0	10	55	0	0
	point127	127	2911	55	429	55	0	0	10	55	0	0
	point128	128	2911	55	429	55	0	0	10	55	0	0
	point129	129	2911	55	429	55	0	0	10	55	0	0
	point130	130	2911	55	429	55	0	0	10	55	0	0
	point131	131	2911	55	429	55	0	0	10	55	0	0
	point132	132	2911	55	429	55	0	0	10	55	0	0
	point133	133										
Rd 19; SB ETL From Off to 270	point134	134	2911	55	429	55	0	0	10	55	0	0
	point135	135										
Rd 20; SB ETL Off to 270	point136	136	0	0	0	0	0	0	0	0	0	0
	point137	137										
Rd 21; SB 270 to On from ETL	point138	138	2606	58	217	58	149	58	3	58	0	0
	point139	139	2606	58	217	58	149	58	3	58	0	0
	point140	140	2606	58	217	58	149	58	3	58	0	0
	point141	141	2606	58	217	58	149	58	3	58	0	0
	point142	142	2606	58	217	58	149	58	3	58	0	0
	point143	143	2606	58	217	58	149	58	3	58	0	0
	point144	144	2606	58	217	58	149	58	3	58	0	0
	point145	145	2606	58	217	58	149	58	3	58	0	0
	point146	146	2606	58	217	58	149	58	3	58	0	0
	point147	147	2606	58	217	58	149	58	3	58	0	0
	point148	148	2606	58	217	58	149	58	3	58	0	0
	point149	149	2606	58	217	58	149	58	3	58	0	0
	point150	150	2606	58	217	58	149	58	3	58	0	0
	point151	151	2606	58	217	58	149	58	3	58	0	0
	point152	152	2606	58	217	58	149	58	3	58	0	0
	point153	153	2606	58	217	58	149	58	3	58	0	0

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		point154	154	2606	58	217	58	149	58	3	58	0	0
		point159	159										
Rd 22; SB 270 fr ETL on (3 Lanes)		point155	155	2606	58	217	58	149	58	3	58	0	0
		point156	156										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_A17

Alternative 7 AM Receptor H-17

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; PEACH TREE RD	PT1	1	0	0	0	0	0	0	0	0	0	0	0
	PT2	2	0	0	0	0	0	0	0	0	0	0	0
	PT3	3	0	0	0	0	0	0	0	0	0	0	0
	PT4	4	0	0	0	0	0	0	0	0	0	0	0
	PT5	5	0	0	0	0	0	0	0	0	0	0	0
	PT6	6	0	0	0	0	0	0	0	0	0	0	0
	PT7	7	0	0	0	0	0	0	0	0	0	0	0
	PT8	8	0	0	0	0	0	0	0	0	0	0	0
	PT9	9	0	0	0	0	0	0	0	0	0	0	0
	PT10	10	0	0	0	0	0	0	0	0	0	0	0
	PT11	11	0	0	0	0	0	0	0	0	0	0	0
	PT12	12											
Roadway3 ; NB ETL	PT1	19	845	55	117	55	0	0	1	55	0	0	0
	PT2	20	845	55	117	55	0	0	1	55	0	0	0
	PT3	21	845	55	117	55	0	0	1	55	0	0	0
	PT4	22	845	55	117	55	0	0	1	55	0	0	0
	PT5	23	845	55	117	55	0	0	1	55	0	0	0
	PT6	24	845	55	117	55	0	0	1	55	0	0	0
	point56	56	845	55	117	55	0	0	1	55	0	0	0
	point57	57											
Roadway4 ; 270 SB	PT1	25	2269	55	170	55	116	55	2	55	0	0	0
	PT2	26											
Roadway5 ; 270 SB	PT1	27	2904	58	217	58	149	58	3	58	0	0	0
	PT2	28	2904	58	217	58	149	58	3	58	0	0	0
	PT3	29	2904	58	217	58	149	58	3	58	0	0	0
	PT4	30	2904	58	217	58	149	58	3	58	0	0	0
	PT5	31											
Roadway6 ; SB ETL	PT1	32	3132	55	214	55	0	0	3	55	0	0	0
	PT2	33	3132	55	214	55	0	0	3	55	0	0	0
	PT3	34	3132	55	214	55	0	0	3	55	0	0	0
	PT4	35	3132	55	214	55	0	0	3	55	0	0	0
	PT5	36	3132	55	214	55	0	0	3	55	0	0	0
	PT6	37	3132	55	214	55	0	0	3	55	0	0	0

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		point58	58	3132	55	214	55	0	0	3	55	0	0
		point59	59										
Roadway7 ; SB ON RAMP		PT1	38	619	30	16	30	15	30	0	0	0	0
		PT2	39	619	30	16	30	15	30	0	0	0	0
		PT3	40	619	30	16	30	15	30	0	0	0	0
		PT4	41	619	30	16	30	15	30	0	0	0	0
		PT5	42	619	30	16	30	15	30	0	0	0	0
		PT6	43	619	30	16	30	15	30	0	0	0	0
		PT7	44	619	30	16	30	15	30	0	0	0	0
		PT8	45	619	30	16	30	15	30	0	0	0	0
		PT9	46										
Rd 8; NB 270		point47	47	1447	58	120	58	83	58	0	0	0	0
		point48	48	1447	58	120	58	83	58	0	0	0	0
		point49	49	1447	58	120	58	83	58	0	0	0	0
		point50	50	1447	58	120	58	83	58	0	0	0	0
		point51	51	1447	58	120	58	83	58	0	0	0	0
		point52	52	1447	58	120	58	83	58	0	0	0	0
		point53	53	1447	58	120	58	83	58	0	0	0	0
		point54	54	1447	58	120	58	83	58	0	0	0	0
		point55	55										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_A18-20 **Alternative 7 AM Receptors H-18 to H-20**

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1		PT1	1	1352	56	105	56	93	56	0	0	0	0
		PT2	2	1352	56	105	56	93	56	0	0	0	0
		PT3	3	1352	56	105	56	93	56	0	0	0	0
		PT4	4	1352	56	105	56	93	56	0	0	0	0
		PT5	5	1352	56	105	56	93	56	0	0	0	0
		PT6	6	1352	56	105	56	93	56	0	0	0	0
		PT7	7										
Roadway2 ; NB 270		PT1	8	1308	56	102	56	90	56	0	0	0	0
		PT2	9	1308	56	102	56	90	56	0	0	0	0
		PT3	10	1308	56	102	56	90	56	0	0	0	0
		PT4	11	1308	56	102	56	90	56	0	0	0	0
		PT5	12	1308	56	102	56	90	56	0	0	0	0
		PT6	13	1308	56	102	56	90	56	0	0	0	0
		PT7	14	1308	56	102	56	90	56	0	0	0	0
		PT8	15	1308	56	102	56	90	56	0	0	0	0
		PT9	16	1308	56	102	56	90	56	0	0	0	0
		PT10	17	1308	56	102	56	90	56	0	0	0	0
		PT11	18	1308	56	102	56	90	56	0	0	0	0
		PT12	19	1308	56	102	56	90	56	0	0	0	0
		PT13	20										
Roadway3 ; NB 270		PT1	21	1646	58	120	58	107	58	0	0	0	0
		PT2	22	1646	58	120	58	107	58	0	0	0	0
		PT3	23	1646	58	120	58	107	58	0	0	0	0
		PT4	24	1646	58	120	58	107	58	0	0	0	0
		PT5	25	1646	58	120	58	107	58	0	0	0	0
		PT6	26	1646	58	120	58	107	58	0	0	0	0
		PT7	27	1646	58	120	58	107	58	0	0	0	0
		PT8	28	1646	58	120	58	107	58	0	0	0	0
		PT9	29	1646	58	120	58	107	58	0	0	0	0
		PT10	30	1646	58	120	58	107	58	0	0	0	0
		PT11	31	1646	58	120	58	107	58	0	0	0	0
		PT12	32	1646	58	120	58	107	58	0	0	0	0
		PT13	33	1646	58	120	58	107	58	0	0	0	0

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	PT14	34	1646	58	120	58	107	58	0	0	0	0
	PT15	35	1646	58	120	58	107	58	0	0	0	0
	PT16	36	1646	58	120	58	107	58	0	0	0	0
	PT17	37	1646	58	120	58	107	58	0	0	0	0
	PT18	38	1646	58	120	58	107	58	0	0	0	0
	PT19	39										
Roadway4 ; 270 NB	PT1	40	1646	58	120	58	107	58	0	0	0	0
	PT2	41	1646	58	120	58	107	58	0	0	0	0
	PT3	42	1646	58	120	58	107	58	0	0	0	0
	point318	318	1646	58	120	58	107	58	0	0	0	0
	PT4	43	1646	58	120	58	107	58	0	0	0	0
	PT5	44	1646	58	120	58	107	58	0	0	0	0
	PT6	45	1646	58	120	58	107	58	0	0	0	0
	PT7	46	1646	58	120	58	107	58	0	0	0	0
	PT8	47	1646	58	120	58	107	58	0	0	0	0
	PT9	48	1646	58	120	58	107	58	0	0	0	0
	PT10	49	1646	58	120	58	107	58	0	0	0	0
	PT11	50	1646	58	120	58	107	58	0	0	0	0
	PT12	51										
Roadway 5 ; 270 NB	PT1	52	1515	58	110	58	98	58	0	0	0	0
	PT2	53										
Roadway6 ; NB ETL	PT1	54	919	59	130	59	0	0	1	59	0	0
	PT2	55	919	59	130	59	0	0	1	59	0	0
	PT3	56	919	59	130	59	0	0	1	59	0	0
	PT4	57	919	59	130	59	0	0	1	59	0	0
	PT5	58	919	59	130	59	0	0	1	59	0	0
	PT6	59	919	59	130	59	0	0	1	59	0	0
	PT7	60	919	59	130	59	0	0	1	59	0	0
	PT8	61	919	59	130	59	0	0	1	59	0	0
	PT9	62										
Roadway7 ; NB ETL	PT9	63	919	59	130	59	0	0	1	59	0	0
	PT2	64	919	59	130	59	0	0	1	59	0	0
	PT3	65										
Roadway8 ; NB ETL	PT1	66	919	62	130	62	0	0	1	62	0	0
	PT2	67	919	62	130	62	0	0	1	62	0	0
	PT3	68	919	62	130	62	0	0	1	62	0	0
	PT4	69	919	62	130	62	0	0	1	62	0	0
	PT5	70	919	62	130	62	0	0	1	62	0	0
	PT6	71	919	62	130	62	0	0	1	62	0	0
	PT7	72	919	62	130	62	0	0	1	62	0	0
	PT8	73	919	62	130	62	0	0	1	62	0	0
	PT9	74	919	62	130	62	0	0	1	62	0	0
	PT10	75	919	62	130	62	0	0	1	62	0	0
	PT11	76	919	62	130	62	0	0	1	62	0	0
	PT12	77	919	62	130	62	0	0	1	62	0	0
	PT13	78	919	62	130	62	0	0	1	62	0	0
	PT14	79	919	62	130	62	0	0	1	62	0	0
	PT15	80	919	62	130	62	0	0	1	62	0	0

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	PT16	81	919	62	130	62	0	0	1	62	0	0
	PT17	82	919	62	130	62	0	0	1	62	0	0
	PT18	83	919	62	130	62	0	0	1	62	0	0
	PT19	84										
Roadway9 ; NB ETL	PT1	85	919	62	130	62	0	0	1	62	0	0
	PT2	86	919	62	130	62	0	0	1	62	0	0
	PT3	87	919	62	130	62	0	0	1	62	0	0
	PT4	88	919	62	130	62	0	0	1	62	0	0
	PT5	89	919	62	130	62	0	0	1	62	0	0
	PT6	90	919	62	130	62	0	0	1	62	0	0
	PT7	91	919	62	130	62	0	0	1	62	0	0
	PT8	92	919	62	130	62	0	0	1	62	0	0
	PT9	93	919	62	130	62	0	0	1	62	0	0
	PT10	94	919	62	130	62	0	0	1	62	0	0
	PT11	95										
Roadway10 ; NB ETL	PT1	96	919	62	130	62	0	0	1	62	0	0
	PT2	97	919	62	130	62	0	0	1	62	0	0
	point316	316	919	62	130	62	0	0	1	62	0	0
	point316	98	919	62	130	62	0	0	1	62	0	0
	PT3	99	919	62	130	62	0	0	1	62	0	0
	PT4	100	919	62	130	62	0	0	1	62	0	0
	PT5	101	919	62	130	62	0	0	1	62	0	0
	PT6	102	919	62	130	62	0	0	1	62	0	0
	PT7	103	919	62	130	62	0	0	1	62	0	0
	PT8	104	919	62	130	62	0	0	1	62	0	0
	PT9	105	919	62	130	62	0	0	1	62	0	0
	PT10	106										
Roadway11 ; NB ETL	PT1	107	919	62	130	62	0	0	1	62	0	0
	PT2	108										
Roadway12 ; SB ETL	PT1	109	2373	62	338	62	0	0	11	62	0	0
	PT2	110	2373	62	338	62	0	0	11	62	0	0
	PT3	111	2373	62	338	62	0	0	11	62	0	0
	PT4	112	2373	62	338	62	0	0	11	62	0	0
	PT5	113	2373	62	338	62	0	0	11	62	0	0
	PT6	114	2373	62	338	62	0	0	11	62	0	0
	PT7	115	2373	62	338	62	0	0	11	62	0	0
	PT8	116	2373	62	338	62	0	0	11	62	0	0
	PT9	117	2373	62	338	62	0	0	11	62	0	0
	PT10	118	2373	62	338	62	0	0	11	62	0	0
	point317	317	2373	62	338	62	0	0	11	62	0	0
	PT11	119										
Roadway13 ; SB ETL	PT1	120	2373	62	338	62	0	0	11	62	0	0
	PT2	121	2373	62	338	62	0	0	11	62	0	0
	PT3	122	2373	62	338	62	0	0	11	62	0	0
	PT4	123	2373	62	338	62	0	0	11	62	0	0
	PT5	124	2373	62	338	62	0	0	11	62	0	0
	PT6	125	2373	62	338	62	0	0	11	62	0	0
	PT7	126	2373	62	338	62	0	0	11	62	0	0

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	PT8	127	2373	62	338	62	0	0	11	62	0	0
	PT9	128	2373	62	338	62	0	0	11	62	0	0
	PT10	129	2373	62	338	62	0	0	11	62	0	0
	PT11	130	2373	62	338	62	0	0	11	62	0	0
	PT12	131	2373	62	338	62	0	0	11	62	0	0
	PT13	132	2373	62	338	62	0	0	11	62	0	0
	PT14	133	2373	62	338	62	0	0	11	62	0	0
	PT15	134	2373	62	338	62	0	0	11	62	0	0
	PT16	135	2373	62	338	62	0	0	11	62	0	0
	PT17	136	2373	62	338	62	0	0	11	62	0	0
	PT18	137										
Roadway14 ; SB ETL	PT1	139	2373	62	338	62	0	0	11	62	0	0
	PT2	140	2373	62	338	62	0	0	11	62	0	0
	PT3	141	2373	62	338	62	0	0	11	62	0	0
	PT4	142	2373	62	338	62	0	0	11	62	0	0
	PT5	143	2373	62	338	62	0	0	11	62	0	0
	PT6	144	2373	62	338	62	0	0	11	62	0	0
	PT7	145	2373	62	338	62	0	0	11	62	0	0
	PT8	146	2373	62	338	62	0	0	11	62	0	0
	PT9	147	2373	62	338	62	0	0	11	62	0	0
	PT10	148	2373	62	338	62	0	0	11	62	0	0
	PT11	149	2373	62	338	62	0	0	11	62	0	0
	PT12	150	2373	62	338	62	0	0	11	62	0	0
	PT13	151	2373	62	338	62	0	0	11	62	0	0
	PT14	152										
Roadway15 ; SB ETL	PT1	153	2373	58	338	58	0	0	11	58	0	0
	PT2	154	2373	58	338	58	0	0	11	58	0	0
	PT3	155	2373	58	338	58	0	0	11	58	0	0
	PT4	156	2373	58	338	58	0	0	11	58	0	0
	PT5	157	2373	58	338	58	0	0	11	58	0	0
	PT6	158	2373	58	338	58	0	0	11	58	0	0
	PT7	159	2373	58	338	58	0	0	11	58	0	0
	PT8	160	2373	58	338	58	0	0	11	58	0	0
	PT9	161	2373	58	338	58	0	0	11	58	0	0
	PT10	162	2373	58	338	58	0	0	11	58	0	0
	PT11	163										
Roadway16 ; SB 270	PT1	164	3106	52	234	52	206	52	4	52	0	0
	PT2	165	3106	52	234	52	206	52	4	52	0	0
	PT3	166	3106	52	234	52	206	52	4	52	0	0
	PT4	167	3106	52	234	52	206	52	4	52	0	0
	PT5	168	3106	52	234	52	206	52	4	52	0	0
	PT6	169	3106	52	234	52	206	52	4	52	0	0
	PT7	170	3106	52	234	52	206	52	4	52	0	0
	PT8	171	3106	52	234	52	206	52	4	52	0	0
	PT9	172	3106	52	234	52	206	52	4	52	0	0
	PT10	173	3106	52	234	52	206	52	4	52	0	0
	point319	320	3106	52	234	52	206	52	4	52	0	0
	PT11	174										

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Roadway17 ; SB 270	PT1	175	3106	52	234	52	206	52	4	52	0	0
	PT2	176	3106	52	234	52	206	52	4	52	0	0
	PT3	177	3106	52	234	52	206	52	4	52	0	0
	PT4	178	3106	52	234	52	206	52	4	52	0	0
	PT5	179	3106	52	234	52	206	52	4	52	0	0
	PT6	180	3106	52	234	52	206	52	4	52	0	0
	PT7	181	3106	52	234	52	206	52	4	52	0	0
	PT8	182	3106	52	234	52	206	52	4	52	0	0
	PT9	183	3106	52	234	52	206	52	4	52	0	0
	PT10	184	3106	52	234	52	206	52	4	52	0	0
	PT11	185	3106	52	234	52	206	52	4	52	0	0
	PT12	186	3106	52	234	52	206	52	4	52	0	0
	PT13	187	3106	52	234	52	206	52	4	52	0	0
	PT14	188	3106	52	234	52	206	52	4	52	0	0
	PT15	189	3106	52	234	52	206	52	4	52	0	0
	PT16	190	3106	52	234	52	206	52	4	52	0	0
	PT17	191	3106	52	234	52	206	52	4	52	0	0
	PT18	192										
Roadway18 ; SB 270 To Off to Mott Rd	PT1	193	3106	52	234	52	206	52	4	52	0	0
	PT2	194	3106	52	234	52	206	52	4	52	0	0
	PT3	195										
Roadway19 ; SB 270 Bet Off & On	PT1	196	2559	52	193	52	170	52	3	52	0	0
	PT2	197	2559	52	193	52	170	52	3	52	0	0
	PT3	198	2559	52	193	52	170	52	3	52	0	0
	PT4	199	2559	52	193	52	170	52	3	52	0	0
	PT5	200	2559	52	193	52	170	52	3	52	0	0
	PT6	201	2559	52	193	52	170	52	3	52	0	0
	PT7	202	2559	52	193	52	170	52	3	52	0	0
	PT8	203	2559	52	193	52	170	52	3	52	0	0
	PT9	204	2559	52	193	52	170	52	3	52	0	0
	PT10	205	2559	52	193	52	170	52	3	52	0	0
	PT11	206										
Roadway21 ; NB OFF RAMP	PT1	219	44	30	3	30	3	30	0	0	0	0
	PT2	220	44	30	3	30	3	30	0	0	0	0
	PT3	221	44	30	3	30	3	30	0	0	0	0
	PT4	222	44	30	3	30	3	30	0	0	0	0
	PT5	223	44	30	3	30	3	30	0	0	0	0
	PT6	224	44	30	3	30	3	30	0	0	0	0
	PT7	225	44	30	3	30	3	30	0	0	0	0
	PT8	226	44	30	3	30	3	30	0	0	0	0
	PT9	227	44	30	3	30	3	30	0	0	0	0
	PT10	228	44	30	3	30	3	30	0	0	0	0
	PT11	229										
Roadway22 ; NB ON RAMP	PT1	230	366	30	5	30	5	30	0	0	0	0
	PT2	231	366	30	5	30	5	30	0	0	0	0
	PT3	232	366	30	5	30	5	30	0	0	0	0
	PT4	233	366	30	5	30	5	30	0	0	0	0
	PT5	234	366	30	5	30	5	30	0	0	0	0

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	PT6	235	366	30	5	30	5	30	0	0	0	0
	PT7	236	366	30	5	30	5	30	0	0	0	0
	PT8	237	366	30	5	30	5	30	0	0	0	0
	PT9	238	366	30	5	30	5	30	0	0	0	0
	PT10	239										
Roadway23 ; SB OFF RAMP	PT1	240	547	30	41	30	36	30	1	30	0	0
	PT2	241	547	30	41	30	36	30	1	30	0	0
	PT3	242	547	30	41	30	36	30	1	30	0	0
	PT4	243	547	30	41	30	36	30	1	30	0	0
	PT5	244	547	30	41	30	36	30	1	30	0	0
	PT6	245	547	30	41	30	36	30	1	30	0	0
	PT7	246	547	30	41	30	36	30	1	30	0	0
	PT8	247	547	30	41	30	36	30	1	30	0	0
	PT9	248	547	30	41	30	36	30	1	30	0	0
	PT10	249	547	30	41	30	36	30	1	30	0	0
	PT11	250	547	30	41	30	36	30	1	30	0	0
	PT12	251	547	30	41	30	36	30	1	30	0	0
	PT13	252	547	30	41	30	36	30	1	30	0	0
	PT14	253	547	30	41	30	36	30	1	30	0	0
	PT15	254	547	30	41	30	36	30	1	30	0	0
	PT16	255	547	30	41	30	36	30	1	30	0	0
	PT17	256	547	30	41	30	36	30	1	30	0	0
	PT18	257	547	30	41	30	36	30	1	30	0	0
	PT19	258										
Roadway24 ; SB OFF RAMP	PT1	259	547	30	41	30	36	30	1	30	0	0
	PT2	260	547	30	41	30	36	30	1	30	0	0
	PT3	261										
Roadway25 ; SB ON RAMP	PT1	262	49	30	1	30	1	30	0	0	0	0
	PT2	263	49	30	1	30	1	30	0	0	0	0
	PT3	264	49	30	1	30	1	30	0	0	0	0
	PT4	265	49	30	1	30	1	30	0	0	0	0
	PT5	266	49	30	1	30	1	30	0	0	0	0
	PT6	267	49	30	1	30	1	30	0	0	0	0
	PT7	268	49	30	1	30	1	30	0	0	0	0
	PT8	269	49	30	1	30	1	30	0	0	0	0
	PT9	270	49	30	1	30	1	30	0	0	0	0
	PT10	271	49	30	1	30	1	30	0	0	0	0
	PT11	272	49	30	1	30	1	30	0	0	0	0
	PT12	273	49	30	1	30	1	30	0	0	0	0
	PT13	274	49	30	1	30	1	30	0	0	0	0
	PT14	275	49	30	1	30	1	30	0	0	0	0
	PT15	276	49	30	1	30	1	30	0	0	0	0
	PT16	277	49	30	1	30	1	30	0	0	0	0
	PT17	278										
Roadway26 ; RTE 75 EXT (Bridge)	PT1	279	659	30	8	30	7	30	0	0	0	0
	PT2	280										
Roadway27 ; RTE 75 EXT	PT1	281	659	30	8	30	7	30	0	0	0	0
	PT2	282										

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Roadway28 ; RTE 75 EXT	PT1	283	708	30	9	30	8	30	1	30	0	0
	PT2	284										
Rd 29; NB 270 (2 Lanes)	point286	286	1352	56	105	56	93	56	0	0	0	0
	point287	287										
Rd 30; NB 270 from On Ramp	point288	288	1646	58	120	58	107	58	0	0	0	0
	point289	289	1646	58	120	58	107	58	0	0	0	0
	point290	290										
Rd 31; NB off to MD 80	point291	291	132	30	10	30	9	30	0	0	0	0
	point292	292	132	30	10	30	9	30	0	0	0	0
	point293	293										
Rd 32; SB 270 to On from MD 80	point294	294	2822	58	213	58	187	58	3	58	0	0
	point295	295	2822	58	213	58	187	58	3	58	0	0
	point296	296										
Rd 33; SB On Ramp fr MD 80	point297	297	313	30	7	30	5	30	0	0	0	0
	point298	298	313	30	7	30	5	30	0	0	0	0
	point299	299										
Rd 34; SB 270 Fr On Ramp fr MD 80	point300	300	3106	52	234	52	206	52	4	52	0	0
	point301	301										
Rd 35; SB 270 fr On Fr Mott Rd	point302	302	2588	55	205	55	181	55	3	55	0	0
	point303	303	2588	55	205	55	181	55	3	55	0	0
	point304	304	2588	55	205	55	181	55	3	55	0	0
	point305	305	2588	55	205	55	181	55	3	55	0	0
	point306	306	2588	55	205	55	181	55	3	55	0	0
	point307	307	2588	55	205	55	181	55	3	55	0	0
	point308	308	2588	55	205	55	181	55	3	55	0	0
	point309	309	2588	55	205	55	181	55	3	55	0	0
	point310	310										
Rd 36; SB 270	point311	311	2588	55	205	55	181	55	3	55	0	0
	point312	312	2588	55	205	55	181	55	3	55	0	0
	point313	313	2588	55	205	55	181	55	3	55	0	0
	point314	314	2588	55	205	55	181	55	3	55	0	0
	point315	315										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_P21-24 **Alternative 7 AM Receptors H-21 to H-24**

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks				HTrucks		Buses	Motorcycles
			V	S		V	S			V	S	V	S
			veh/hr	mph		veh/hr	mph			veh/hr	mph	veh/hr	mph
Roadway3 ; NB OFF RAMP	PT1	14	132	30		10	30			9	30	0	0
	PT2	15	132	30		10	30			9	30	0	0
	PT3	16	132	30		10	30			9	30	0	0
	PT4	17	132	30		10	30			9	30	0	0
	PT5	18	132	30		10	30			9	30	0	0
	PT6	19	132	30		10	30			9	30	0	0
	PT7	20	132	30		10	30			9	30	0	0
	PT8	21	132	30		10	30			9	30	0	0
	PT9	22											
Roadway4 NB OFF RAMP TO 80 EB	PT1	23	110	30		8	30			7	30	0	0
	PT2	24											
Roadway5 SB OFF RAMP TO 80 WB	PT1	32	22	30		2	30			1	30	0	0
	PT2	33	22	30		2	30			1	30	0	0
	PT3	34	22	30		2	30			1	30	0	0
	PT4	35											
Roadway6 ; MD 80	PT1	36	2762	40		48	40			34	40	6	40
	PT2	37	2762	40		48	40			34	40	6	40
	PT3	38											
Roadway7 ; MD 80	PT1	39	1938	40		34	40			24	40	4	40
	PT2	40											
Roadway8 ; MD 80	PT1	41	1938	40		34	40			24	40	4	40
	PT2	42											
Roadway9 ; MD 80	PT1	43	1938	40		34	40			24	40	4	40
	PT2	44											
Roadway10 ; MD 80	PT1	45	1962	40		34	40			24	40	4	40
	PT2	46											
Roadway11 ; MD 80	PT1	47	1962	40		34	40			24	40	4	40
	PT2	48											
Roadway12 ; MD 80	PT1	49	1962	40		34	40			24	40	4	40
	PT2	50											
Roadway13 ; MD 80	PT1	51	1962	40		34	40			24	40	4	40
	PT2	52											
Roadway14 ; NB ON RAMP	PT1	53	821	30		16	30			12	30	1	30
	PT2	54	821	30		16	30			12	30	1	30
	PT3	55	821	30		16	30			12	30	1	30
	PT4	56											

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Roadway15 ; NB ON RAMP	PT1	57	0	0	0	0	0	0	0	0	0	0	0
	PT2	58											
Roadway16 ; MD 80	PT1	59	0	0	0	0	0	0	0	0	0	0	0
	PT2	60	0	0	0	0	0	0	0	0	0	0	0
	PT3	61	0	0	0	0	0	0	0	0	0	0	0
	PT4	62	0	0	0	0	0	0	0	0	0	0	0
	PT5	63	0	0	0	0	0	0	0	0	0	0	0
	PT6	64	0	0	0	0	0	0	0	0	0	0	0
	PT7	65	0	0	0	0	0	0	0	0	0	0	0
	PT8	66	0	0	0	0	0	0	0	0	0	0	0
	PT9	67											
Roadway24 ; NB ON RAMP	PT1	102	821	30	17	30	10	30	2	30	0	0	0
	PT2	103	821	30	17	30	10	30	2	30	0	0	0
	PT3	104	821	30	17	30	10	30	2	30	0	0	0
	PT4	105	821	30	17	30	10	30	2	30	0	0	0
	PT5	106	821	30	17	30	10	30	2	30	0	0	0
	PT6	107	821	30	17	30	10	30	2	30	0	0	0
	PT7	108	821	30	17	30	10	30	2	30	0	0	0
	PT8	109	821	30	17	30	10	30	2	30	0	0	0
	PT9	110	821	30	17	30	10	30	2	30	0	0	0
	PT10	111	821	30	17	30	10	30	2	30	0	0	0
	PT11	112											
Rd 32; NB 270 to Off to MD 80	point163	163	1646	58	120	58	107	58	0	0	0	0	0
	point164	164	1646	58	120	58	107	58	0	0	0	0	0
	point165	165	1646	58	120	58	107	58	0	0	0	0	0
	point166	166	1646	58	120	58	107	58	0	0	0	0	0
	point167	167											
Rd 33; NB 270 to On from MD 80	point168	168	1515	58	110	58	98	58	0	0	0	0	0
	point169	169	1515	58	110	58	98	58	0	0	0	0	0
	point170	170	1515	58	110	58	98	58	0	0	0	0	0
	point171	171	1515	58	110	58	98	58	0	0	0	0	0
	point172	172	1515	58	110	58	98	58	0	0	0	0	0
	point173	173	1515	58	110	58	98	58	0	0	0	0	0
	point174	174	1515	58	110	58	98	58	0	0	0	0	0
	point175	175	1515	58	110	58	98	58	0	0	0	0	0
	point176	176	1515	58	110	58	98	58	0	0	0	0	0
	point177	177											
Rd 34; NB OFF RAMP	point178	178	132	30	10	30	9	30	0	0	0	0	0
	point179	179	132	30	10	30	9	30	0	0	0	0	0
	point180	180	132	30	10	30	9	30	0	0	0	0	0
	point181	181	132	30	10	30	9	30	0	0	0	0	0
	point182	182	132	30	10	30	9	30	0	0	0	0	0
	point183	183	132	30	10	30	9	30	0	0	0	0	0
	point184	184	132	30	10	30	9	30	0	0	0	0	0
	point185	185	132	30	10	30	9	30	0	0	0	0	0
	point186	186	132	30	10	30	9	30	0	0	0	0	0
	point187	187											
Rd 35; NB 270 fr MD 80 on ramp	point188	188	1998	61	146	61	106	61	2	61	0	0	0
	point189	189	1998	61	146	61	106	61	2	61	0	0	0
	point190	190											

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Rd 36; NB 270	point191	191	1998	61	146	61	106	61	2	61	0	0
	point192	192	1998	61	146	61	106	61	2	61	0	0
	point193	193	1998	61	146	61	106	61	2	61	0	0
	point194	194	1998	61	146	61	106	61	2	61	0	0
	point195	195	1998	61	146	61	106	61	2	61	0	0
	point196	196	1998	61	146	61	106	61	2	61	0	0
	point197	197	1998	61	146	61	106	61	2	61	0	0
	point198	198	1998	61	146	61	106	61	2	61	0	0
	point199	199	1998	61	146	61	106	61	2	61	0	0
	point200	200	1998	61	146	61	106	61	2	61	0	0
	point201	201										
Rd 37; NB ETL	point202	202	1218	62	154	62	0	0	3	62	0	0
	point203	203	1218	62	154	62	0	0	3	62	0	0
	point204	204	1218	62	154	62	0	0	3	62	0	0
	point205	205	1218	62	154	62	0	0	3	62	0	0
	point206	206	1218	62	154	62	0	0	3	62	0	0
	point207	207	1218	62	154	62	0	0	3	62	0	0
	point208	208	1218	62	154	62	0	0	3	62	0	0
	point209	209	1218	62	154	62	0	0	3	62	0	0
	point210	210	1218	62	154	62	0	0	3	62	0	0
	point211	211	1218	62	154	62	0	0	3	62	0	0
	point212	212	1218	62	154	62	0	0	3	62	0	0
	point213	213	1218	62	154	62	0	0	3	62	0	0
	point214	214	1218	62	154	62	0	0	3	62	0	0
	point215	215	1218	62	154	62	0	0	3	62	0	0
	point216	216	1218	62	154	62	0	0	3	62	0	0
	point217	217	1218	62	154	62	0	0	3	62	0	0
	point218	218	1218	62	154	62	0	0	3	62	0	0
	point219	219	1218	62	154	62	0	0	3	62	0	0
	point220	220										
Rd 38; NB ETL	point220	221	1218	62	154	62	0	0	3	62	0	0
	point222	222	1218	62	154	62	0	0	3	62	0	0
	point223	223	1218	62	154	62	0	0	3	62	0	0
	point224	224	1218	62	154	62	0	0	3	62	0	0
	point225	225	1218	62	154	62	0	0	3	62	0	0
	point226	226	1218	62	154	62	0	0	3	62	0	0
	point227	227	1218	62	154	62	0	0	3	62	0	0
	point228	228	1218	62	154	62	0	0	3	62	0	0
	point229	229	1218	62	154	62	0	0	3	62	0	0
	point230	230	1218	62	154	62	0	0	3	62	0	0
	point231	231	1218	62	154	62	0	0	3	62	0	0
	point232	232	1218	62	154	62	0	0	3	62	0	0
	point233	233	1218	62	154	62	0	0	3	62	0	0
	point234	234										
Rd 39; SB ETL	point235	235	3131	62	408	62	0	0	11	62	0	0
	point236	236	3131	62	408	62	0	0	11	62	0	0
	point237	237	3131	62	408	62	0	0	11	62	0	0
	point238	238	3131	62	408	62	0	0	11	62	0	0
	point239	239	3131	62	408	62	0	0	11	62	0	0
	point240	240	3131	62	408	62	0	0	11	62	0	0

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	point241	241	3131	62	408	62	0	0	11	62	0	0
	point242	242	3131	62	408	62	0	0	11	62	0	0
	point243	243	3131	62	408	62	0	0	11	62	0	0
	point244	244	3131	62	408	62	0	0	11	62	0	0
	point245	245	3131	62	408	62	0	0	11	62	0	0
	point246	246	3131	62	408	62	0	0	11	62	0	0
	point247	247	3131	62	408	62	0	0	11	62	0	0
	point248	248	3131	62	408	62	0	0	11	62	0	0
	point249	249	3131	62	408	62	0	0	11	62	0	0
	point250	250	3131	62	408	62	0	0	11	62	0	0
	point251	251	3131	62	408	62	0	0	11	62	0	0
	point252	252	3131	62	408	62	0	0	11	62	0	0
	point253	253										
Rd 41; SB 270 2Lanes	point263	263	4027	35	300	35	218	35	5	35	0	0
	point264	264	4027	35	300	35	218	35	5	35	0	0
	point265	265	4027	35	300	35	218	35	5	35	0	0
	point266	266	4027	35	300	35	218	35	5	35	0	0
	point267	267	4027	35	300	35	218	35	5	35	0	0
	point268	268	4027	35	300	35	218	35	5	35	0	0
	point269	269	4027	35	300	35	218	35	5	35	0	0
	point270	270	4027	35	300	35	218	35	5	35	0	0
	point271	271	4027	35	300	35	218	35	5	35	0	0
	point272	272	4027	35	300	35	218	35	5	35	0	0
	point273	273	4027	35	300	35	218	35	5	35	0	0
	point274	274	4027	35	300	35	218	35	5	35	0	0
	point275	275										
Rd 42; SB 270 3 Lanes	point276	276	4027	35	300	35	218	35	5	35	0	0
	point277	277										
Rd 43; SB 270 Ramp to Ramp	point278	278	3341	35	249	35	18	35	4	35	0	0
	point279	279	3341	35	249	35	18	35	4	35	0	0
	point280	280	3341	35	249	35	18	35	4	35	0	0
	point281	281	3341	35	249	35	18	35	4	35	0	0
	point282	282	3341	35	249	35	18	35	4	35	0	0
	point283	283										
Rd 44;SB 270	point284	284	2278	35	172	35	151	35	0	0	0	0
	point285	285	2278	35	172	35	151	35	0	0	0	0
	point286	286	2278	35	172	35	151	35	0	0	0	0
	point287	287	2278	35	172	35	151	35	0	0	0	0
	point288	288	2278	35	172	35	151	35	0	0	0	0
	point289	289	2278	35	172	35	151	35	0	0	0	0
	point290	290										
Rd 45; SB off to MD 80	point291	291	686	30	51	30	37	30	1	30	0	0
	point292	292	686	30	51	30	37	30	1	30	0	0
	point293	293	686	30	51	30	37	30	1	30	0	0
	point294	294	686	30	51	30	37	30	1	30	0	0
	point295	295	686	30	51	30	37	30	1	30	0	0
	point296	296	686	30	51	30	37	30	1	30	0	0
	point297	297	686	30	51	30	37	30	1	30	0	0
	point298	298	686	30	51	30	37	30	1	30	0	0
	point299	299	686	30	51	30	37	30	1	30	0	0

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		point300	300										
Rd 46; SB Off to Eastbound MD 80		point301	301	1040	30	78	30	56	30	1	30	0	0
		point302	302	1040	30	78	30	56	30	1	30	0	0
		point303	303	1040	30	78	30	56	30	1	30	0	0
		point304	304	1040	30	78	30	56	30	1	30	0	0
		point305	305	1040	30	78	30	56	30	1	30	0	0
		point306	306	1040	30	78	30	56	30	1	30	0	0
		point307	307	1040	30	78	30	56	30	1	30	0	0
		point308	308	1040	30	78	30	56	30	1	30	0	0
		point309	309										
; SB ETL		point253	328	0	0	0	0	0	0	0	0	0	0
		point329	329										
Roadway50		point329	330	3131	62	408	62	0	0	11	62	0	0
		point255	331	3131	62	408	62	0	0	11	62	0	0
		point256	332	3131	62	408	62	0	0	11	62	0	0
		point257	333	3131	62	408	62	0	0	11	62	0	0
		point258	334	3131	62	408	62	0	0	11	62	0	0
		point259	335	3131	62	408	62	0	0	11	62	0	0
		point260	336	3131	62	408	62	0	0	11	62	0	0
		point261	337	3131	62	408	62	0	0	11	62	0	0
		point262	338										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_P25-27

Alternative 7 AM Receptors H-25 to H-27

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks				HTrucks		Buses	Motorcycles
			V	S	V	S	V	S	V	S	V	S	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr
Roadway1 ; BAKER VALLEY RD	PT1	1	545	30	20	30	10	30	0	0	0	0	0
	PT2	2	545	30	20	30	10	30	0	0	0	0	0
	PT3	3	545	30	20	30	10	30	0	0	0	0	0
	PT4	4											
Roadway7 ; SB ETL	PT1	31	3131	62	408	62	0	0	11	62	0	0	0
	PT2	32	3131	62	408	62	0	0	11	62	0	0	0
	PT3	33	3131	62	408	62	0	0	11	62	0	0	0
	PT4	34	3131	62	408	62	0	0	11	62	0	0	0
	PT5	35	3131	62	408	62	0	0	11	62	0	0	0
	PT6	36	3131	62	408	62	0	0	11	62	0	0	0
	PT7	37											
Roadway9 ; NB 270 (Bridge)	PT1	59	3219	61	236	61	170	61	4	61	0	0	0
	PT2	60											
Roadway10 ; NB 270	PT1	61	3219	61	236	61	170	61	4	61	0	0	0
	PT2	62	3219	61	236	61	170	61	4	61	0	0	0
	PT3	63	3219	61	236	61	170	61	4	61	0	0	0
	PT4	64											
Roadway11 ; SB 270 4 Lanes	PT1	65	6992	35	521	35	379	35	8	35	0	0	0
	PT2	66	6992	35	521	35	379	35	8	35	0	0	0
	PT3	67	6992	35	521	35	379	35	8	35	0	0	0
	PT4	68											
Roadway12 ; SB 270 (Bridge)	PT1	69	6992	35	521	35	379	35	8	35	0	0	0
	PT2	70											
Roadway13 ; SB 270	PT1	71	6992	35	521	35	379	35	8	35	0	0	0
	PT2	72	6992	35	521	35	379	35	8	35	0	0	0
	PT3	73	6992	35	521	35	379	35	8	35	0	0	0
	PT4	74	6992	35	521	35	379	35	8	35	0	0	0
	PT5	75	6992	35	521	35	379	35	8	35	0	0	0
	PT6	76	6992	35	521	35	379	35	8	35	0	0	0
	PT7	77	6992	35	521	35	379	35	8	35	0	0	0
	PT8	78	6992	35	521	35	379	35	8	35	0	0	0
	PT9	79											
Rd 14; NB 270 2 Lanes	point84	84	1998	61	146	61	106	61	2	61	0	0	0
	point85	85	1998	61	146	61	106	61	2	61	0	0	0
	point86	86	1998	61	146	61	106	61	2	61	0	0	0
	point87	87	1998	61	146	61	106	61	2	61	0	0	0

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	point88	88											
Rd 15; NB 270 3 Lanes	point89	89	1998	61	146	61	106	61	2	61	0	0	
	point90	90											
Rd 16;NB 270 4 Lanes	point91	91	3219	61	236	61	170	61	4	61	0	0	
	point92	92	3219	61	236	61	170	61	4	61	0	0	
	point93	93	3219	61	236	61	170	61	4	61	0	0	
	point94	94	3219	61	236	61	170	61	4	61	0	0	
	point95	95	3219	61	236	61	170	61	4	61	0	0	
	point96	96	3219	61	236	61	170	61	4	61	0	0	
	point97	97	3219	61	236	61	170	61	4	61	0	0	
	point98	98	3219	61	236	61	170	61	4	61	0	0	
	point99	99											
Rd 17; NB ETL	point100	100	1218	62	154	62	0	0	3	62	0	0	
	point101	101	1218	62	154	62	0	0	3	62	0	0	
	point102	102	1218	62	154	62	0	0	3	62	0	0	
	point103	103	1218	62	154	62	0	0	3	62	0	0	
	point104	104	1218	62	154	62	0	0	3	62	0	0	
	point105	105	1218	62	154	62	0	0	3	62	0	0	
	point106	106	1218	62	154	62	0	0	3	62	0	0	
	point107	107											
Rd 18; SB 270 3 Lanes	point108	108	4027	35	300	35	218	35	5	35	0	0	
	point109	109											
Rd 19; SB 270 2 Lanes	point110	110	4027	35	300	35	218	35	5	35	0	0	
	point111	111	4027	35	300	35	218	35	5	35	0	0	
	point112	112	4027	35	300	35	218	35	5	35	0	0	
	point113	113	4027	35	300	35	218	35	5	35	0	0	
	point114	114											

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_A28-30

Alternative 7 AM Receptors H-28 to H-30

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway3 ; NB 270 4 lanes	PT1	9	3219	61	236	61	170	61	4	61	0	0	
	PT2	10	3219	61	236	61	170	61	4	61	0	0	
	PT3	11	3219	61	236	61	170	61	4	61	0	0	
	PT4	12											
Roadway4 ; SB 270	PT1	13	6992	35	521	35	379	35	8	35	0	0	
	PT2	14	6992	35	521	35	379	35	8	35	0	0	
	PT3	15	6992	35	521	35	379	35	8	35	0	0	
	PT4	16											
Rd 5; NB 270 5 Lanes	point17	17	3219	61	236	61	170	61	4	61	0	0	
	point18	18											

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_A31-33

Alternative 7 AM Receptors H-31 to H-33

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 70 WB	PT1	1	1507	55	255	55	185	55	0	0	0	0	0
	PT2	2	1507	55	255	55	185	55	0	0	0	0	0
	PT3	3											
Roadway2 ; NB ON RAMP	PT1	4	541	30	92	30	67	30	0	0	0	0	0
	PT2	5	541	30	92	30	67	30	0	0	0	0	0
	PT3	6	541	30	92	30	67	30	0	0	0	0	0
	PT4	7	541	30	92	30	67	30	0	0	0	0	0
	PT5	8	541	30	92	30	67	30	0	0	0	0	0
	PT6	9	541	30	92	30	67	30	0	0	0	0	0
	PT7	10	541	30	92	30	67	30	0	0	0	0	0
	PT8	11	541	30	92	30	67	30	0	0	0	0	0
	PT9	12	541	30	92	30	67	30	0	0	0	0	0
	PT10	13											
Roadway3 ; 270 SB	PT1	14	4312	59	267	59	196	59	0	0	0	0	0
	PT2	15	4312	59	267	59	196	59	0	0	0	0	0
	PT3	16	4312	59	267	59	196	59	0	0	0	0	0
	PT4	17	4312	59	267	59	196	59	0	0	0	0	0
	PT5	18											
Roadway4 ; SB OFF TO 70 EB	PT1	19	1106	30	69	30	50	30	0	0	0	0	0
	PT2	20	1106	30	69	30	50	30	0	0	0	0	0
	PT3	21	1106	30	69	30	50	30	0	0	0	0	0
	PT4	22	1106	30	69	30	50	30	0	0	0	0	0
	PT5	23	1106	30	69	30	50	30	0	0	0	0	0
	PT6	24	1106	30	69	30	50	30	0	0	0	0	0
	PT7	25	1106	30	69	30	50	30	0	0	0	0	0
	PT8	26	1106	30	69	30	50	30	0	0	0	0	0
	PT9	27	1106	30	69	30	50	30	0	0	0	0	0
	PT10	28	1106	30	69	30	50	30	0	0	0	0	0
	PT11	29	1106	30	69	30	50	30	0	0	0	0	0
	PT12	30											
Roadway5 ; 70 EB	PT1	31	1729	55	273	55	198	55	0	0	0	0	0
	PT2	32	1729	55	273	55	198	55	0	0	0	0	0
	PT3	33											
Roadway6 ; 70 EB	PT1	34	2692	55	425	55	308	55	0	0	0	0	0
	PT2	35											
Roadway7 ; NEW DESIGN RD	PT1	36	0	0	0	0	0	0	0	0	0	0	0

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	PT2	37											
Roadway8 ; NEW DESIGN RD (Bridge)	PT1	38	0	0	0	0	0	0	0	0	0	0	0
	PT2	39											
Roadway9 ; NEW DESIGN RD	PT1	40	0	0	0	0	0	0	0	0	0	0	0
	PT2	41											
Roadway10 ; 70 EB (Bridge)	PT1	42	2692	55	425	55	308	55	0	0	0	0	0
	PT2	43											
Roadway11 ; OFF TO 70 E7W (Bridge)	PT1	44	1472	30	104	30	74	30	0	0	0	0	0
	PT2	45											
Roadway12 ; OFF TO 70 W	PT1	46	1472	30	104	30	74	30	0	0	0	0	0
	PT2	47	1472	30	104	30	74	30	0	0	0	0	0
	PT3	48	1472	30	104	30	74	30	0	0	0	0	0
	PT4	49	1472	30	104	30	74	30	0	0	0	0	0
	PT5	50	1472	30	104	30	74	30	0	0	0	0	0
	PT6	51	1472	30	104	30	74	30	0	0	0	0	0
	PT7	52											
Roadway13 ; OFF TO 70 W (Bridge)	PT1	53	1472	30	104	30	74	30	0	0	0	0	0
	PT2	54											
Roadway14 ; OFF TO 70 W	PT1	55	1472	30	104	30	74	30	0	0	0	0	0
	PT2	56	1472	30	104	30	74	30	0	0	0	0	0
	PT3	57	1472	30	104	30	74	30	0	0	0	0	0
	PT4	58	1472	30	104	30	74	30	0	0	0	0	0
	PT5	59											
Roadway15 ; OFF TO 70 W (OVER 270)	PT1	60	1472	30	104	30	74	30	0	0	0	0	0
	PT2	61											
Roadway16 ; 70 W (OVER 270)	PT1	62	1507	55	255	55	185	55	0	0	0	0	0
	PT2	63											
Roadway17 ; 70 W (OVER 270)	PT1	64	2783	55	472	55	342	55	0	0	0	0	0
	PT2	65											
Roadway18 70 WB	PT1	66	2783	55	472	55	342	55	0	0	0	0	0
	PT2	67	2783	55	472	55	342	55	0	0	0	0	0
	PT3	68											
Roadway19 ; 70 W (OVER SB OFF)	PT1	69	2783	55	472	55	342	55	0	0	0	0	0
	PT2	70											
Roadway20 ; 70 WB	PT1	71	2783	55	472	55	342	55	0	0	0	0	0
	PT2	72											
Roadway21 ; NB OFF TO E7W 70	PT1	73	2342	30	165	30	118	30	0	0	0	0	0
	PT2	74	2342	30	165	30	118	30	0	0	0	0	0
	PT3	75	2342	30	165	30	118	30	0	0	0	0	0
	PT4	76	2342	30	165	30	118	30	0	0	0	0	0
	PT5	77	2342	30	165	30	118	30	0	0	0	0	0
	PT6	78											
Roadway22 ; NB 270	PT1	79	1739	57	123	57	88	57	0	0	0	0	0
	PT2	80	1739	57	123	57	88	57	0	0	0	0	0
	PT3	81	1739	57	123	57	88	57	0	0	0	0	0
	PT4	82											
Roadway23 ; 270 NB	PT1	83	1739	57	123	57	88	57	0	0	0	0	0
	PT2	84	1739	57	123	57	88	57	0	0	0	0	0
	PT3	85	1739	57	123	57	88	57	0	0	0	0	0
	PT4	86	1739	57	123	57	88	57	0	0	0	0	0

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	PT5	87	1739	57	123	57	88	57	0	0	0	0
	PT6	88										
Roadway24 ; NB 270	PT1	89	2332	59	183	59	135	59	0	0	0	0
	PT2	90										
Roadway25 ; 270 SB	PT1	91	4831	59	300	59	219	59	0	0	0	0
	PT2	92	4831	59	300	59	219	59	0	0	0	0
	PT3	93	4831	59	300	59	219	59	0	0	0	0
	PT4	94										
Roadway26 ; SB ON FR 70 EB	PT1	95	853	30	135	30	98	30	0	0	0	0
	PT2	96	853	30	135	30	98	30	0	0	0	0
	PT3	97	853	30	135	30	98	30	0	0	0	0
	PT4	98	853	30	135	30	98	30	0	0	0	0
	PT5	99	853	30	135	30	98	30	0	0	0	0
	PT6	100	853	30	135	30	98	30	0	0	0	0
	PT7	101	853	30	135	30	98	30	0	0	0	0
	PT8	102	853	30	135	30	98	30	0	0	0	0
	PT9	103										
Roadway28 ; 270 SB	PT1	107	7415	60	543	60	392	60	0	0	0	0
	PT2	108	7415	60	543	60	392	60	0	0	0	0
	PT3	109	7415	60	543	60	392	60	0	0	0	0
	PT4	110										
Rd 31; SB 270 to on Fr 70	point119	119	2661	57	168	57	121	57	0	0	0	0
	point120	120										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_A34-42

Alternative 7 AM Receptors H-34 to H-42

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks				HTrucks		Buses	Motorcycles
			V	S		V	S			V	S	V	S
			veh/hr	mph		veh/hr	mph			veh/hr	mph	veh/hr	mph
Roadway1 ; 15/40 NB	PT1	1	2732	59		193	59			90	59	0	0
	PT2	2	2732	59		193	59			90	59	0	0
	PT3	3											
Roadway2 ; 15/40 NB fr On fr Jefferson	PT1	4	3049	59		215	59			101	59	0	0
	PT2	5	3049	59		215	59			101	59	0	0
	PT3	6	3049	59		215	59			101	59	0	0
	PT4	7	3049	59		215	59			101	59	0	0
	PT5	8	3049	59		215	59			101	59	0	0
	PT6	9	3049	59		215	59			101	59	0	0
	PT7	10	3049	59		215	59			101	59	0	0
	point236	236	3049	59		215	59			101	59	0	0
	point237	237	3049	59		215	59			101	59	0	0
	point238	238	3049	59		215	59			101	59	0	0
	point239	239											
Roadway3 ; 15/40 NB	PT1	11	4281	59		302	59			142	59	0	0
	PT2	12	4281	59		302	59			142	59	0	0
	PT3	13											
Roadway4 ; 15 NB	PT1	14	3779	59		235	59			111	59	0	0
	PT2	15											
Roadway5 ; 15 NB	PT1	16	3801	59		237	59			112	59	0	0
	PT2	17	3801	59		237	59			112	59	0	0
	PT3	18	3801	59		237	59			112	59	0	0
	PT4	19											
Roadway6 ; 15 NB	PT1	20	3241	59		202	59			107	59	0	0
	PT2	21	3241	59		202	59			107	59	0	0
	PT3	22	3241	59		202	59			107	59	0	0
	PT4	23											
Roadway7 ; 15 NB	PT1	24	3424	59		214	59			113	59	0	0
	PT2	25	3424	59		214	59			113	59	0	0
	PT3	26	3424	59		214	59			113	59	0	0
	PT4	27											
Roadway8 ; 15 SB	PT1	28	4509	59		287	59			153	59	0	0
	PT2	29	4509	59		287	59			153	59	0	0
	point245	245											
Roadway9 ; 15 SB	PT1	30	5456	59		333	59			155	59	6	59
	PT2	31	5456	59		333	59			155	59	6	59

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	PT3	32	5456	59	333	59	155	59	6	59	0	0
	PT4	33	5456	59	333	59	155	59	6	59	0	0
	PT5	34	5456	59	333	59	155	59	6	59	0	0
	PT6	35	5456	59	333	59	155	59	6	59	0	0
	PT7	36	5456	59	333	59	155	59	6	59	0	0
	PT8	37										
Roadway10 ; 15 SB	PT1	38	4998	59	305	59	142	59	5	59	0	0
	PT2	39										
Roadway11 ; 15 SB	PT1	40	5158	59	315	59	145	59	6	59	0	0
	PT2	41										
Roadway13 ; 15/40 SB	PT1	44	6429	57	502	57	237	57	0	0	0	0
	PT2	45	6429	57	502	57	237	57	0	0	0	0
	PT3	46	6429	57	502	57	237	57	0	0	0	0
	PT4	47	6429	57	502	57	237	57	0	0	0	0
	PT5	48	6429	57	502	57	237	57	0	0	0	0
	PT6	49	6429	57	502	57	237	57	0	0	0	0
	PT7	50										
Roadway14 ; 15/40 SB	PT1	51	4480	57	350	57	165	57	0	0	0	0
	PT2	52	4480	57	350	57	165	57	0	0	0	0
	PT3	53	4480	57	350	57	165	57	0	0	0	0
	PT4	54	4480	57	350	57	165	57	0	0	0	0
	PT5	55										
Roadway15 ; NB ON FR JEFF. ST	PT1	56	330	30	13	30	6	30	0	0	0	0
	PT2	57	330	30	13	30	6	30	0	0	0	0
	PT3	58	330	30	13	30	6	30	0	0	0	0
	PT4	59	330	30	13	30	6	30	0	0	0	0
	PT5	60	330	30	13	30	6	30	0	0	0	0
	PT6	61	330	30	13	30	6	30	0	0	0	0
	PT7	62	330	30	13	30	6	30	0	0	0	0
	PT8	63										
Roadway16 ; NB OFF TO BD 144 EB	PT1	64	453	30	32	30	15	30	0	0	0	0
	PT2	65	453	30	32	30	15	30	0	0	0	0
	PT3	66	453	30	32	30	15	30	0	0	0	0
	PT4	67	453	30	32	30	15	30	0	0	0	0
	PT5	68	453	30	32	30	15	30	0	0	0	0
	PT6	69	453	30	32	30	15	30	0	0	0	0
	PT7	70	453	30	32	30	15	30	0	0	0	0
	PT8	71	453	30	32	30	15	30	0	0	0	0
	PT9	72	453	30	32	30	15	30	0	0	0	0
	PT10	73	453	30	32	30	15	30	0	0	0	0
	PT11	74										
Roadway17 ; NB ON FR MD 144	PT1	75	672	30	36	30	17	30	1	30	0	0
	PT2	76	672	30	36	30	17	30	1	30	0	0
	PT3	77	672	30	36	30	17	30	1	30	0	0
	PT4	78	672	30	36	30	17	30	1	30	0	0
	PT5	79	672	30	36	30	17	30	1	30	0	0
	PT6	80	672	30	36	30	17	30	1	30	0	0
	PT7	81	672	30	36	30	17	30	1	30	0	0
	PT8	82	672	30	36	30	17	30	1	30	0	0
	PT9	83	672	30	36	30	17	30	1	30	0	0

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	PT10	84	672	30	36	30	17	30	1	30	0	0
	PT11	85	672	30	36	30	17	30	1	30	0	0
	PT12	86	672	30	36	30	17	30	1	30	0	0
	PT13	87										
Roadway18 ; NB OFF TO MD 144 WB	PT1	88	1214	30	76	30	36	30	0	0	0	0
	PT2	89	1214	30	76	30	36	30	0	0	0	0
	PT3	90	1214	30	76	30	36	30	0	0	0	0
	PT4	91	1214	30	76	30	36	30	0	0	0	0
	PT5	92	1214	30	76	30	36	30	0	0	0	0
	PT6	93	1214	30	76	30	36	30	0	0	0	0
	PT7	94	1214	30	76	30	36	30	0	0	0	0
	PT8	95	1214	30	76	30	36	30	0	0	0	0
	PT9	96	1214	30	76	30	36	30	0	0	0	0
	PT10	97	1214	30	76	30	36	30	0	0	0	0
	PT11	98										
Roadway19 ; NB ON FR MD 144 WB	PT1	99	189	30	7	30	3	30	1	30	0	0
	PT2	100	189	30	7	30	3	30	1	30	0	0
	PT3	101	189	30	7	30	3	30	1	30	0	0
	PT4	102	189	30	7	30	3	30	1	30	0	0
	PT5	103	189	30	7	30	3	30	1	30	0	0
	PT6	104	189	30	7	30	3	30	1	30	0	0
	PT7	105										
Roadway20 ; NB OFF TO ROSEMONT	PT1	106	710	30	44	30	21	30	0	0	0	0
	PT2	107	710	30	44	30	21	30	0	0	0	0
	PT3	108	710	30	44	30	21	30	0	0	0	0
	PT4	109	710	30	44	30	21	30	0	0	0	0
	PT5	110	710	30	44	30	21	30	0	0	0	0
	PT6	111	710	30	44	30	21	30	0	0	0	0
	PT7	112										
Roadway21 ; NB ON FR ROSEMONT	PT1	113	194	30	4	30	2	30	0	0	0	0
	PT2	114	194	30	4	30	2	30	0	0	0	0
	PT3	115	194	30	4	30	2	30	0	0	0	0
	PT4	116	194	30	4	30	2	30	0	0	0	0
	PT5	117	194	30	4	30	2	30	0	0	0	0
	PT6	118	194	30	4	30	2	30	0	0	0	0
	PT7	119										
Roadway22 ; 2ND STREET	PT1	120	0	0	0	0	0	0	0	0	0	0
	PT2	121	0	0	0	0	0	0	0	0	0	0
	PT3	122	0	0	0	0	0	0	0	0	0	0
	PT4	123										
Roadway23 ; SB OFF TO ROSEMONT	PT1	124	137	30	9	30	5	30	0	0	0	0
	PT2	125	137	30	9	30	5	30	0	0	0	0
	PT3	126	137	30	9	30	5	30	0	0	0	0
	PT4	127	137	30	9	30	5	30	0	0	0	0
	PT5	128	137	30	9	30	5	30	0	0	0	0
	PT6	129	137	30	9	30	5	30	0	0	0	0
	PT7	130	137	30	9	30	5	30	0	0	0	0
	PT8	131										
Roadway24 ; SB ON FR ROSEMONT	PT1	132	944	30	36	30	19	30	1	30	0	0
	PT2	133	944	30	36	30	19	30	1	30	0	0

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	PT3	134	944	30	36	30	19	30	1	30	0	0
	PT4	135	944	30	36	30	19	30	1	30	0	0
	PT5	136										
Roadway25 ; ROSEMONT AVE	PT1	137	1295	30	36	30	19	30	0	0	0	0
	PT2	138										
Roadway26 ; ROSEMONT AVE	PT1	139	1295	30	36	30	19	30	0	0	0	0
	PT2	140										
Roadway27 ; ROSEMONT AVE	PT1	141	1797	30	65	30	34	30	4	30	0	0
	PT2	142	1797	30	65	30	34	30	4	30	0	0
	PT3	143	1797	30	65	30	34	30	4	30	0	0
	PT4	144										
Roadway28 ; SB OFF TO WB 40	PT1	145	459	30	28	30	13	30	1	30	0	0
	PT2	146	459	30	28	30	13	30	1	30	0	0
	PT3	147	459	30	28	30	13	30	1	30	0	0
	PT4	148	459	30	28	30	13	30	1	30	0	0
	PT5	149	459	30	28	30	13	30	1	30	0	0
	PT6	150										
Roadway29 ; SB ON FR WB 40	PT1	151	165	30	6	30	3	30	1	30	0	0
	PT2	152	165	30	6	30	3	30	1	30	0	0
	PT3	153	165	30	6	30	3	30	1	30	0	0
	PT4	154	165	30	6	30	3	30	1	30	0	0
	PT5	155	165	30	6	30	3	30	1	30	0	0
	PT6	156	165	30	6	30	3	30	1	30	0	0
	PT7	157	165	30	6	30	3	30	1	30	0	0
	PT8	158	165	30	6	30	3	30	1	30	0	0
	PT9	159										
Roadway30 ; SB ON TO EB 40	PT1	160	259	30	10	30	6	30	0	0	0	0
	PT2	161	259	30	10	30	6	30	0	0	0	0
	PT3	162	259	30	10	30	6	30	0	0	0	0
	PT4	163	259	30	10	30	6	30	0	0	0	0
	PT5	164	259	30	10	30	6	30	0	0	0	0
	PT6	165	259	30	10	30	6	30	0	0	0	0
	PT7	166	259	30	10	30	6	30	0	0	0	0
	PT8	167	259	30	10	30	6	30	0	0	0	0
	PT9	168										
Roadway31 ; WB 40	PT1	169	306	30	12	30	6	30	1	30	0	0
	PT2	170										
Roadway32 ; WB 40	PT1	171	1556	30	59	30	28	30	7	30	0	0
	PT2	172	1556	30	59	30	28	30	7	30	0	0
	PT3	173										
Roadway33 ; WB 40	PT1	174	1404	30	47	30	22	30	1	30	0	0
	PT2	175										
Roadway34 ; WB 40	PT1	176	1880	30	63	30	30	30	2	30	0	0
	PT2	177										
Roadway35 ; EB 40	PT1	178	875	30	45	30	21	30	1	30	0	0
	PT2	179										
Roadway36 ; EB 40	PT1	180	1136	30	60	30	28	30	1	30	0	0
	PT2	181	1136	30	60	30	28	30	1	30	0	0
	PT3	182										
Roadway37 ; EB 40	PT1	183	462	30	25	30	12	30	3	30	0	0

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	PT2	184											
Roadway38 ; SB ON FR EB 40	PT1	185	1692	30	89	30	42	30	2	30	0	0	0
	PT2	186	1692	30	89	30	42	30	2	30	0	0	0
	PT3	187	1692	30	89	30	42	30	2	30	0	0	0
	PT4	188	1692	30	89	30	42	30	2	30	0	0	0
	PT5	189	1692	30	89	30	42	30	2	30	0	0	0
	PT6	190	1692	30	89	30	42	30	2	30	0	0	0
	PT7	191	1692	30	89	30	42	30	2	30	0	0	0
	PT8	192											
Roadway39 ; SB OFF TO WB 15	PT1	193	1949	30	152	30	72	30	0	0	0	0	0
	PT2	194	1949	30	152	30	72	30	0	0	0	0	0
	PT3	195	1949	30	152	30	72	30	0	0	0	0	0
	PT4	196	1949	30	152	30	72	30	0	0	0	0	0
	PT5	197	1949	30	152	30	72	30	0	0	0	0	0
	PT6	198	1949	30	152	30	72	30	0	0	0	0	0
	PT7	199	1949	30	152	30	72	30	0	0	0	0	0
	PT8	200	1949	30	152	30	72	30	0	0	0	0	0
	point279	279											
Roadway40 ; APPLE AVE	PT1	201	0	0	0	0	0	0	0	0	0	0	0
	PT2	202	0	0	0	0	0	0	0	0	0	0	0
	PT3	203	0	0	0	0	0	0	0	0	0	0	0
	PT4	204	0	0	0	0	0	0	0	0	0	0	0
	PT5	205											
Roadway41 ; 15 NB (Bridge)	PT1	206	4938	59	349	59	164	59	0	0	0	0	0
	PT2	207											
Roadway42 ; 15 NB	PT1	208	4938	59	349	59	164	59	0	0	0	0	0
	PT2	209											
Roadway43 ; 15 SB (Bridge)	PT1	210	5158	59	315	59	145	59	6	59	0	0	0
	PT2	211											
Roadway44 ; SB 15	PT1	212	5158	59	315	59	145	59	6	59	0	0	0
	PT2	213											
Roadway45 ; NB 15	PT1	214	3962	59	247	59	117	59	0	0	0	0	0
	PT2	215	3962	59	247	59	117	59	0	0	0	0	0
	PT3	229	3962	59	247	59	117	59	0	0	0	0	0
	PT4	230	3962	59	247	59	117	59	0	0	0	0	0
	PT5	231	3962	59	247	59	117	59	0	0	0	0	0
	PT6	232	3962	59	247	59	117	59	0	0	0	0	0
	PT7	233	3962	59	247	59	117	59	0	0	0	0	0
	PT8	234	3962	59	247	59	117	59	0	0	0	0	0
	PT9	235											
Roadway46 ; 15 NB (Bridge)	PT1	216	3962	59	247	59	117	59	0	0	0	0	0
	PT2	217											
Roadway47 ; NB 15	PT1	218	3962	59	247	59	117	59	0	0	0	0	0
	PT2	219											
Roadway48 ; 15 SB	PT1	220	4646	59	296	59	158	59	0	0	0	0	0
	PT2	221	4646	59	296	59	158	59	0	0	0	0	0
	PT3	222	4646	59	296	59	158	59	0	0	0	0	0
	PT4	223	4646	59	296	59	158	59	0	0	0	0	0
	PT5	224											
Roadway49 ; 15 SB (Bridge)	PT1	225	4646	59	296	59	158	59	0	0	0	0	0

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	PT2	226											
Roadway50 ; 15 SB	PT1	227	4646	59	296	59	158	59	0	0	0	0	0
	PT2	228											
Roadway51; SB 270	point246	246	4794	59	375	59	177	59	0	0	0	0	0
	point247	247											
Rd52; Ramo fr eb15 to 15/40 NB	point248	248	1722	30	93	30	45	30	0	0	0	0	0
	point249	249	1722	30	93	30	45	30	0	0	0	0	0
	point250	250	1722	30	93	30	45	30	0	0	0	0	0
	point251	251	1722	30	93	30	45	30	0	0	0	0	0
	point252	252	1722	30	93	30	45	30	0	0	0	0	0
	point253	253	1722	30	93	30	45	30	0	0	0	0	0
	point254	254	1722	30	93	30	45	30	0	0	0	0	0
	point255	255	1722	30	93	30	45	30	0	0	0	0	0
	point256	256	1722	30	93	30	45	30	0	0	0	0	0
	point257	257	1722	30	93	30	45	30	0	0	0	0	0
	point258	258	1722	30	93	30	45	30	0	0	0	0	0
	point259	259	1722	30	93	30	45	30	0	0	0	0	0
	point260	260	1722	30	93	30	45	30	0	0	0	0	0
	point261	261	1722	30	93	30	45	30	0	0	0	0	0
	point262	262	1722	30	93	30	45	30	0	0	0	0	0
	point263	263	1722	30	93	30	45	30	0	0	0	0	0
	point264	264	1722	30	93	30	45	30	0	0	0	0	0
	point265	265	1722	30	93	30	45	30	0	0	0	0	0
	point266	266											
Rd 53; Ramp fr eb15 to 15/40 NB	point267	267	1722	30	93	30	45	30	0	0	0	0	0
	point268	268	1722	30	93	30	45	30	0	0	0	0	0
	point269	269	1722	30	93	30	45	30	0	0	0	0	0
	point270	270	1722	30	93	30	45	30	0	0	0	0	0
	point271	271	1722	30	93	30	45	30	0	0	0	0	0
	point272	272	1722	30	93	30	45	30	0	0	0	0	0
	point273	273	1722	30	93	30	45	30	0	0	0	0	0
	point274	274	1722	30	93	30	45	30	0	0	0	0	0
	point275	275	1722	30	93	30	45	30	0	0	0	0	0
	point276	276	1722	30	93	30	45	30	0	0	0	0	0
	point277	277	1722	30	93	30	45	30	0	0	0	0	0
	point278	278											
Rd 54; WB 15 Over 270	point280	280	0	0	0	0	0	0	0	0	0	0	0
	point281	281											
Rd 55, WB 15	point282	282	0	0	0	0	0	0	0	0	0	0	0
	point283	283											
Rd 56; WB 15 to On Fr 270	point284	284	0	0	0	0	0	0	0	0	0	0	0
	point285	285	0	0	0	0	0	0	0	0	0	0	0
	point286	286	0	0	0	0	0	0	0	0	0	0	0
	point287	287											
Rd 57; WBB 15 Fr On Fr SB 270	point288	288	0	0	0	0	0	0	0	0	0	0	0
	point289	289	0	0	0	0	0	0	0	0	0	0	0
	point290	290	0	0	0	0	0	0	0	0	0	0	0
	point291	291	0	0	0	0	0	0	0	0	0	0	0
	point292	292											
Rd 58; WB 15/40	point293	293	0	0	0	0	0	0	0	0	0	0	0

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	point294	294	0	0	0	0	0	0	0	0	0	0	0
	point295	295	0	0	0	0	0	0	0	0	0	0	0
	point296	296	0	0	0	0	0	0	0	0	0	0	0
	point297	297	0	0	0	0	0	0	0	0	0	0	0
	point298	298	0	0	0	0	0	0	0	0	0	0	0
	point299	299	0	0	0	0	0	0	0	0	0	0	0
	point300	300											
Rd 59; SB On Ramp Fr WB 15/40	point301	301	0	0	0	0	0	0	0	0	0	0	0
	point302	302	0	0	0	0	0	0	0	0	0	0	0
	point303	303	0	0	0	0	0	0	0	0	0	0	0
	point304	304	0	0	0	0	0	0	0	0	0	0	0
	point305	305	0	0	0	0	0	0	0	0	0	0	0
	point306	306	0	0	0	0	0	0	0	0	0	0	0
	point307	307	0	0	0	0	0	0	0	0	0	0	0
	point308	308	0	0	0	0	0	0	0	0	0	0	0
	point309	309	0	0	0	0	0	0	0	0	0	0	0
	point310	310	0	0	0	0	0	0	0	0	0	0	0
	point311	311	0	0	0	0	0	0	0	0	0	0	0
	point312	312											
Rd 60; SB 270 Under 15/40	point313	313	0	0	0	0	0	0	0	0	0	0	0
	point314	314											
Rd 61; EB 15/40 to off to SB 270	point315	315	0	0	0	0	0	0	0	0	0	0	0
	point316	316	0	0	0	0	0	0	0	0	0	0	0
	point317	317	0	0	0	0	0	0	0	0	0	0	0
	point318	318											
Rd 62; EB 15/40 to On Fr SB 270	point319	319	0	0	0	0	0	0	0	0	0	0	0
	point320	320	0	0	0	0	0	0	0	0	0	0	0
	point321	321	0	0	0	0	0	0	0	0	0	0	0
	point322	322	0	0	0	0	0	0	0	0	0	0	0
	point323	323											
Rd 63; Ramp Fr EB 15/40 to SB 270	point324	324	0	0	0	0	0	0	0	0	0	0	0
	point325	325	0	0	0	0	0	0	0	0	0	0	0
	point326	326	0	0	0	0	0	0	0	0	0	0	0
	point327	327	0	0	0	0	0	0	0	0	0	0	0
	point328	328	0	0	0	0	0	0	0	0	0	0	0
	point329	329	0	0	0	0	0	0	0	0	0	0	0
	point330	330	0	0	0	0	0	0	0	0	0	0	0
	point331	331	0	0	0	0	0	0	0	0	0	0	0
	point332	332											
Rd 64; SB Off Ramp (270 to 15/40)	point333	333	0	0	0	0	0	0	0	0	0	0	0
	point334	334	0	0	0	0	0	0	0	0	0	0	0
	point335	335	0	0	0	0	0	0	0	0	0	0	0
	point336	336	0	0	0	0	0	0	0	0	0	0	0
	point337	337	0	0	0	0	0	0	0	0	0	0	0
	point338	338	0	0	0	0	0	0	0	0	0	0	0
	point339	339	0	0	0	0	0	0	0	0	0	0	0
	point340	340	0	0	0	0	0	0	0	0	0	0	0
	point341	341	0	0	0	0	0	0	0	0	0	0	0
	point342	342	0	0	0	0	0	0	0	0	0	0	0
	point343	343	0	0	0	0	0	0	0	0	0	0	0

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		point344	344										
Rd 66; 15/40 NB From Flyover on		point239	345	4734	59	334	59	157	59	0	0	0	0
		point240	346	4734	59	334	59	157	59	0	0	0	0
		point241	347	4734	59	334	59	157	59	0	0	0	0
		point242	348	4734	59	334	59	157	59	0	0	0	0
		point243	349	4734	59	334	59	157	59	0	0	0	0
		point244	350										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_A43-47 **Alternative 7 AM Receptors H-43 to H-47**

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1; 15 NB	PT1	1	2644	59	184	59	97	59	0	0	0	0	
	PT2	2	2644	59	184	59	97	59	0	0	0	0	
	PT3	3	2644	59	184	59	97	59	0	0	0	0	
	PT4	4											
Roadway2; 15 NB	PT1	5	2825	59	197	59	103	59	0	0	0	0	
	PT2	6	2825	59	197	59	103	59	0	0	0	0	
	PT3	7	2825	59	197	59	103	59	0	0	0	0	
	PT4	8											
Roadway3; 15 NB	PT1	9	2021	59	142	59	88	59	0	0	0	0	
	PT2	10	2021	59	142	59	88	59	0	0	0	0	
	PT3	11	2021	59	142	59	88	59	0	0	0	0	
	PT4	12											
Roadway4; 15 NB	PT1	13	2312	59	162	59	100	59	0	0	0	0	
	PT2	14	2312	59	162	59	100	59	0	0	0	0	
	PT3	15	2312	59	162	59	100	59	0	0	0	0	
	PT4	16	2312	59	162	59	100	59	0	0	0	0	
	PT5	17	2312	59	162	59	100	59	0	0	0	0	
	PT6	18											
Rd 5; 15 SB	PT1	19	3852	60	261	60	158	60	4	60	0	0	
	PT2	20											
Roadway6; 15 nb	PT1	21	1976	59	139	59	86	59	0	0	0	0	
	PT2	22	1976	59	139	59	86	59	0	0	0	0	
	PT3	23											
Roadway7; 15 NB (Bridge)	PT1	24	1976	59	139	59	86	59	0	0	0	0	
	PT2	25											
Roadway8; 15 NB	PT1	26	1976	59	139	59	86	59	0	0	0	0	
	PT2	27											
Roadway9; 15 SB	PT1	28	3852	60	261	60	158	60	4	60	0	0	
	PT2	29											
Roadway10; 15 SB	PT1	30	3852	60	261	60	158	60	4	60	0	0	
	PT2	31	3852	60	261	60	158	60	4	60	0	0	
	PT3	32	3852	60	261	60	158	60	4	60	0	0	
	PT4	33	3852	60	261	60	158	60	4	60	0	0	
	PT5	34											
Roadway11; 15 SB	PT5	173	4415	59	299	59	181	59	5	59	0	0	
	PT6	172	4415	59	299	59	181	59	5	59	0	0	

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	PT1	37	4415	59	299	59	181	59	5	59	0	0
	PT2	38	4415	59	299	59	181	59	5	59	0	0
	PT3	39										
Roadway12; 15 SB	PT1	40	4059	59	273	59	139	59	4	59	0	0
	PT2	41	4059	59	273	59	139	59	4	59	0	0
	PT3	42										
Roadway13;15 SB	PT1	43	4920	59	331	59	168	59	5	59	0	0
	PT2	44	4920	59	331	59	168	59	5	59	0	0
	PT3	45										
Roadway15; 15 SB	PT1	49	4240	59	285	59	145	59	5	59	0	0
	PT2	50	4240	59	285	59	145	59	5	59	0	0
	PT3	51	4240	59	285	59	145	59	5	59	0	0
	PT4	52										
Roadway16; NB OFF TO W 7TH ST.	PT1	53	753	30	47	30	25	30	0	0	0	0
	PT2	54	753	30	47	30	25	30	0	0	0	0
	PT3	55	753	30	47	30	25	30	0	0	0	0
	PT4	56	753	30	47	30	25	30	0	0	0	0
	PT5	57	753	30	47	30	25	30	0	0	0	0
	PT6	58	753	30	47	30	25	30	0	0	0	0
	PT7	59	753	30	47	30	25	30	0	0	0	0
	PT8	60										
Roadway17; NB ON FROM W 7TH ST.	PT1	61	188	30	8	30	4	30	0	0	0	0
	PT2	62	188	30	8	30	4	30	0	0	0	0
	PT3	63	188	30	8	30	4	30	0	0	0	0
	PT4	64	188	30	8	30	4	30	0	0	0	0
	PT5	65	188	30	8	30	4	30	0	0	0	0
	PT6	66	188	30	8	30	4	30	0	0	0	0
	PT7	67	188	30	8	30	4	30	0	0	0	0
	PT8	68	188	30	8	30	4	30	0	0	0	0
	PT9	69										
Roadway18; SB OFF TO W 7TH	PT1	70	680	30	46	30	23	30	1	30	0	0
	PT2	71	680	30	46	30	23	30	1	30	0	0
	PT3	72	680	30	46	30	23	30	1	30	0	0
	PT4	73	680	30	46	30	23	30	1	30	0	0
	PT5	74	680	30	46	30	23	30	1	30	0	0
	PT6	75	680	30	46	30	23	30	1	30	0	0
	PT7	76	680	30	46	30	23	30	1	30	0	0
	PT8	77	680	30	46	30	23	30	1	30	0	0
	PT9	78	680	30	46	30	23	30	1	30	0	0
	PT10	79										
Roadway19; SB ON FROM W 7TH	PT1	80	414	30	8	30	4	30	0	0	0	0
	PT2	81	414	30	8	30	4	30	0	0	0	0
	PT3	82	414	30	8	30	4	30	0	0	0	0
	PT4	83	414	30	8	30	4	30	0	0	0	0
	PT5	84	414	30	8	30	4	30	0	0	0	0
	PT6	85	414	30	8	30	4	30	0	0	0	0
	PT7	86	414	30	8	30	4	30	0	0	0	0
	PT8	87	414	30	8	30	4	30	0	0	0	0
	PT9	88	414	30	8	30	4	30	0	0	0	0
	PT10	89	414	30	8	30	4	30	0	0	0	0

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	PT11	90											
Roadway20; NB OFF TO MOTTER AVE	PT1	91	786	30	55	30	33	30	0	0	0	0	0
	PT2	92	786	30	55	30	33	30	0	0	0	0	0
	PT3	93	786	30	55	30	33	30	0	0	0	0	0
	PT4	94	786	30	55	30	33	30	0	0	0	0	0
	PT5	95	786	30	55	30	33	30	0	0	0	0	0
	PT6	96	786	30	55	30	33	30	0	0	0	0	0
	PT7	97	786	30	55	30	33	30	0	0	0	0	0
	PT8	98	786	30	55	30	33	30	0	0	0	0	0
	PT9	99	786	30	55	30	33	30	0	0	0	0	0
	PT10	100	786	30	55	30	33	30	0	0	0	0	0
	PT11	101	786	30	55	30	33	30	0	0	0	0	0
	PT12	102	786	30	55	30	33	30	0	0	0	0	0
	PT13	103											
Roadway21; NB ON FROM MOTTER	PT1	104	314	30	7	30	4	30	0	0	0	0	0
	PT2	105	314	30	7	30	4	30	0	0	0	0	0
	PT3	106	314	30	7	30	4	30	0	0	0	0	0
	PT4	107	314	30	7	30	4	30	0	0	0	0	0
	PT5	108	314	30	7	30	4	30	0	0	0	0	0
	PT6	109	314	30	7	30	4	30	0	0	0	0	0
	PT7	110	314	30	7	30	4	30	0	0	0	0	0
	PT8	111	314	30	7	30	4	30	0	0	0	0	0
	PT9	112	314	30	7	30	4	30	0	0	0	0	0
	PT10	113	314	30	7	30	4	30	0	0	0	0	0
	PT11	114	314	30	7	30	4	30	0	0	0	0	0
	PT12	115	314	30	7	30	4	30	0	0	0	0	0
	PT13	116											
Roadway22; SB OFF TO OPOSSUM	PT1	117	383	30	26	30	16	30	0	0	0	0	0
	PT2	118	383	30	26	30	16	30	0	0	0	0	0
	PT3	119	383	30	26	30	16	30	0	0	0	0	0
	PT4	120	383	30	26	30	16	30	0	0	0	0	0
	PT5	121	383	30	26	30	16	30	0	0	0	0	0
	PT6	122	383	30	26	30	16	30	0	0	0	0	0
	PT7	123	383	30	26	30	16	30	0	0	0	0	0
	PT8	124	383	30	26	30	16	30	0	0	0	0	0
	PT9	125	383	30	26	30	16	30	0	0	0	0	0
	PT10	126	383	30	26	30	16	30	0	0	0	0	0
	PT11	127	383	30	26	30	16	30	0	0	0	0	0
	PT12	128											
Roadway23; SB ON FR OPOSSUM	PT1	129	925	30	14	30	10	30	0	0	0	0	0
	PT2	130	925	30	14	30	10	30	0	0	0	0	0
	PT3	131	925	30	14	30	10	30	0	0	0	0	0
	PT4	132	925	30	14	30	10	30	0	0	0	0	0
	PT5	133	925	30	14	30	10	30	0	0	0	0	0
	PT6	134	925	30	14	30	10	30	0	0	0	0	0
	PT7	135	925	30	14	30	10	30	0	0	0	0	0
	PT8	136	925	30	14	30	10	30	0	0	0	0	0
	PT9	137	925	30	14	30	10	30	0	0	0	0	0
	PT10	138	925	30	14	30	10	30	0	0	0	0	0
	PT11	139	925	30	14	30	10	30	0	0	0	0	0

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	PT12	140	925	30	14	30	10	30	0	0	0	0
	PT13	141										
Roadway25; MPTTER AVE	PT1	142	1499	30	32	30	20	30	0	0	0	0
	PT2	143										
Roadway26; MOTTER AVE	PT1	144	1499	30	32	30	20	30	0	0	0	0
	PT2	145										
Roadway27; MOTTER AVE	PT1	146	2335	30	41	30	24	30	0	0	0	0
	PT2	147										
Roadway28; MOTTER AVE	PT1	148	2335	30	41	30	24	30	0	0	0	0
	PT2	149										
Roadway29; MOTTER AVE	PT1	150	2335	30	41	30	24	30	0	0	0	0
	PT2	151										
Roadway30; WB 40	point152	152	573	55	21	55	29	55	1	55	0	0
	point153	153	573	55	21	55	29	55	1	55	0	0
	point154	154										
Roadway31; WB 40 RAMP TO SB 15	point155	155	573	55	21	55	29	55	1	55	0	0
	point156	156	573	55	21	55	29	55	1	55	0	0
	point157	157	573	55	21	55	29	55	1	55	0	0
	point158	158	573	55	21	55	29	55	1	55	0	0
	point159	159	573	55	21	55	29	55	1	55	0	0
	point160	160	573	55	21	55	29	55	1	55	0	0
	point161	161	573	55	21	55	29	55	1	55	0	0
	point162	162	573	55	21	55	29	55	1	55	0	0
	point163	163	573	55	21	55	29	55	1	55	0	0
	point164	164	573	55	21	55	29	55	1	55	0	0
	point165	165	573	55	21	55	29	55	1	55	0	0
	point166	166	573	55	21	55	29	55	1	55	0	0
	point167	167	573	55	21	55	29	55	1	55	0	0
	point168	168	573	55	21	55	29	55	1	55	0	0
	point169	169	573	55	21	55	29	55	1	55	0	0
	point170	170										
Roadway32; nNB OFF TO MD 26	point174	174	337	30	24	30	15	30	0	0	0	0
	point175	175	337	30	24	30	15	30	0	0	0	0
	point176	176	337	30	24	30	15	30	0	0	0	0
	point177	177	337	30	24	30	15	30	0	0	0	0
	point178	178	337	30	24	30	15	30	0	0	0	0
	point179	179	337	30	24	30	15	30	0	0	0	0
	point180	180	337	30	24	30	15	30	0	0	0	0
	point181	181	337	30	24	30	15	30	0	0	0	0
	point182	182	337	30	24	30	15	30	0	0	0	0
	point183	183										
Roadway33; NB ON RAMP FR MD 26	point184	184	46	30	2	30	2	30	0	0	0	0
	point185	185	46	30	2	30	2	30	0	0	0	0
	point186	186	46	30	2	30	2	30	0	0	0	0
	point187	187	46	30	2	30	2	30	0	0	0	0
	point188	188	46	30	2	30	2	30	0	0	0	0
	point189	189	46	30	2	30	2	30	0	0	0	0
	point190	190	46	30	2	30	2	30	0	0	0	0
	point191	191	46	30	2	30	2	30	0	0	0	0
	point192	192										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_A48-51

Alternative 7 AM Receptors H-48 to H-51

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks				HTrucks		Buses	Motorcycles
			V	S		V	S			V	S	V	S
			veh/hr	mph		veh/hr	mph			veh/hr	mph	veh/hr	mph
Roadway1; NB 15	PT1	1	1951	57		103	57			145	57	0	0
	PT2	2											
Roadway2; NB 15	PT1	3	1996	57		106	57			149	57	0	0
	PT2	4	1996	57		106	57			149	57	0	0
	PT3	5	1996	57		106	57			149	57	0	0
	PT4	6	1996	57		106	57			149	57	0	0
	PT5	7	1996	57		106	57			149	57	0	0
	PT6	8	1996	57		106	57			149	57	0	0
	PT2	23											
Roadway3; NB 15	PT1	9	1331	57		71	57			99	57	0	0
	PT2	10	1331	57		71	57			99	57	0	0
	PT3	11	1331	57		71	57			99	57	0	0
	PT4	12	1331	57		71	57			99	57	0	0
	PT2	21	1331	57		71	57			99	57	0	0
	PT3	22											
Roadway4; NB 15	PT1	13	1552	57		82	57			116	57	0	0
	PT2	14	1552	57		82	57			116	57	0	0
	PT3	15	1552	57		82	57			116	57	0	0
	PT4	16											
Roadway5; NB 15	PT1	17	1552	57		82	57			116	57	0	0
	PT2	18	1552	57		82	57			116	57	0	0
	PT3	19	1552	57		82	57			116	57	0	0
	PT4	20											
Roadway6; SB 15	PT1	24	3836	57		199	57			285	57	0	0
	PT2	25	3836	57		199	57			285	57	0	0
	PT3	26	3836	57		199	57			285	57	0	0
	PT4	27											
Roadway7; SB 15	PT1	28	3836	57		199	57			285	57	0	0
	PT2	29	3836	57		199	57			285	57	0	0
	PT3	30	3836	57		199	57			285	57	0	0
	PT4	31	3836	57		199	57			285	57	0	0
	PT5	32	3836	57		199	57			285	57	0	0
	PT6	33	3836	57		199	57			285	57	0	0
	PT2	34											
Roadway8; SB 15	PT1	35	3481	57		181	57			259	57	0	0
	PT2	36	3481	57		181	57			259	57	0	0

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	PT2	41	3481	57	181	57	259	57	0	0	0	0
	PT3	42	3481	57	181	57	259	57	0	0	0	0
	PT4	43										
Roadway9; SB 15	PT1	37	3792	60	197	60	282	60	0	0	0	0
	PT2	38	3792	60	197	60	282	60	0	0	0	0
	PT2	39	3792	60	197	60	282	60	0	0	0	0
	PT3	40	3792	60	197	60	282	60	0	0	0	0
	PT4	44	3792	60	197	60	282	60	0	0	0	0
	PT5	45	3792	60	197	60	282	60	0	0	0	0
	PT6	46	3792	60	197	60	282	60	0	0	0	0
	PT7	47	3792	60	197	60	282	60	0	0	0	0
	PT8	48										
Roadway10; SB 15	PT1	49	3792	60	197	60	282	60	0	0	0	0
	PT2	50										
Roadway11; NB On Fr MD26	point142	51	46	30	2	30	2	30	0	0	0	0
	point141	52	46	30	2	30	2	30	0	0	0	0
	point140	53	46	30	2	30	2	30	0	0	0	0
	point139	54	46	30	2	30	2	30	0	0	0	0
	point138	112	46	30	2	30	2	30	0	0	0	0
	point137	113	46	30	2	30	2	30	0	0	0	0
	point136	114	46	30	2	30	2	30	0	0	0	0
	point135	115	46	30	2	30	2	30	0	0	0	0
	point134	116	46	30	2	30	2	30	0	0	0	0
	point133	117	46	30	2	30	2	30	0	0	0	0
	point132	118	46	30	2	30	2	30	0	0	0	0
	point131	119	46	30	2	30	2	30	0	0	0	0
	PT1	120	46	30	2	30	2	30	0	0	0	0
	PT2	121	46	30	2	30	2	30	0	0	0	0
	PT3	122	46	30	2	30	2	30	0	0	0	0
	PT4	123										
Roadway12; NB OFF TO TRADING	PT1	55	665	30	35	30	50	30	0	0	0	0
	PT2	56	665	30	35	30	50	30	0	0	0	0
	PT3	57	665	30	35	30	50	30	0	0	0	0
	PT4	58	665	30	35	30	50	30	0	0	0	0
	PT5	59										
Roadway13; NB CROSS TRADING	PT1	60	577	30	31	30	43	30	0	0	0	0
	PT2	61										
Roadway14; NB ON FROM TRADING	PT1	62	230	30	9	30	12	30	0	0	0	0
	PT2	63	230	30	9	30	12	30	0	0	0	0
	PT3	64	230	30	9	30	12	30	0	0	0	0
	PT4	65	230	30	9	30	12	30	0	0	0	0
	PT5	66	230	30	9	30	12	30	0	0	0	0
	PT6	67	230	30	9	30	12	30	0	0	0	0
	PT7	68	230	30	9	30	12	30	0	0	0	0
	PT8	69	230	30	9	30	12	30	0	0	0	0
	PT9	70	230	30	9	30	12	30	0	0	0	0
	PT10	71										
Roadway15; SB OFF TO TRADING	PT1	72	355	30	19	30	26	30	0	0	0	0
	PT2	73	355	30	19	30	26	30	0	0	0	0
	PT3	74	355	30	19	30	26	30	0	0	0	0

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	PT4	75	355	30	19	30	26	30	0	0	0	0
	PT5	76	355	30	19	30	26	30	0	0	0	0
	PT6	77										
Roadway16; SB CROSS TRADING	PT1	78	200	30	11	30	15	30	0	0	0	0
	PT2	79										
Roadway17; SB OFF TO TRADING	PT1	80	319	30	13	30	19	30	0	0	0	0
	PT2	81	319	30	13	30	19	30	0	0	0	0
	PT3	82	319	30	13	30	19	30	0	0	0	0
	PT4	83	319	30	13	30	19	30	0	0	0	0
	PT5	84	319	30	13	30	19	30	0	0	0	0
	PT6	85	319	30	13	30	19	30	0	0	0	0
	PT7	86										
Roadway18; EB TRADING LANE	PT1	87	569	30	23	30	33	30	0	0	0	0
	PT2	88										
Roadway19; EB TRADING LANE	PT1	89	455	30	19	30	27	30	0	0	0	0
	PT2	90	455	30	19	30	27	30	0	0	0	0
	PT2	91	455	30	19	30	27	30	0	0	0	0
	PT2	92										
Roadway20; EB TRADING LANE	PT1	93	546	30	22	30	32	30	0	0	0	0
	PT2	94										
Roadway21; WB TRADING LANE	PT1	95	436	30	16	30	23	30	0	0	0	0
	PT2	96										
Roadway22; WB TRADING LANE	PT1	97	597	30	22	30	32	30	0	0	0	0
	PT2	98	597	30	22	30	32	30	0	0	0	0
	PT2	99	597	30	22	30	32	30	0	0	0	0
	PT2	100										
Roadway23; WB TRADING LANE	PT1	101	961	30	36	30	53	30	1	30	0	0
	PT2	102										
Roadway24; Willow Rd	PT1	103	0	0	0	0	0	0	0	0	0	0
	PT2	104	0	0	0	0	0	0	0	0	0	0
	PT3	105	0	0	0	0	0	0	0	0	0	0
	PT4	106	0	0	0	0	0	0	0	0	0	0
	PT5	107	0	0	0	0	0	0	0	0	0	0
	PT6	108	0	0	0	0	0	0	0	0	0	0
	PT7	109										
Roadway25; Willow Rd @ 15	PT1	110	0	0	0	0	0	0	0	0	0	0
	PT2	111										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_A52-53

Alternative 7 AM Receptors H-52 to H-53

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15 NB To Briggs Ford Rd	PT1	1	177	57	9	57	14	57	0	0	0	0	0
	PT2	2	177	57	9	57	14	57	0	0	0	0	0
	PT3	3	177	57	9	57	14	57	0	0	0	0	0
	PT4	4	177	57	9	57	14	57	0	0	0	0	0
	PT5	5	177	57	9	57	14	57	0	0	0	0	0
	point93	93	177	57	9	57	14	57	0	0	0	0	0
	point94	94	177	57	9	57	14	57	0	0	0	0	0
	point95	95	177	57	9	57	14	57	0	0	0	0	0
	point100	100											
Roadway2 ; 15 NB	PT1	6	509	57	27	57	39	57	0	0	0	0	0
	PT2	7	509	57	27	57	39	57	0	0	0	0	0
	PT3	8	509	57	27	57	39	57	0	0	0	0	0
	point96	96	509	57	27	57	39	57	0	0	0	0	0
	point97	97											
Roadway3 ; NB 15	PT1	9	509	57	27	57	39	57	0	0	0	0	0
	PT2	10	509	57	27	57	39	57	0	0	0	0	0
	PT3	11	509	57	27	57	39	57	0	0	0	0	0
	PT4	12	509	57	27	57	39	57	0	0	0	0	0
	PT5	13	509	57	27	57	39	57	0	0	0	0	0
	point98	98	509	57	27	57	39	57	0	0	0	0	0
	point99	99											
Roadway4 ; SB 15	PT1	14	3278	57	174	57	248	57	0	0	0	0	0
	PT2	15	3278	57	174	57	248	57	0	0	0	0	0
	PT3	16	3278	57	174	57	248	57	0	0	0	0	0
	PT4	17	3278	57	174	57	248	57	0	0	0	0	0
	PT5	18											
Roadway5 ; 15 SB	PT1	19	3101	57	165	57	235	57	0	0	0	0	0
	PT2	20	3101	57	165	57	235	57	0	0	0	0	0
	PT3	21	3101	57	165	57	235	57	0	0	0	0	0
	PT4	22	3101	57	165	57	235	57	0	0	0	0	0
	point101	101	3101	57	165	57	235	57	0	0	0	0	0
	point102	102	3101	57	165	57	235	57	0	0	0	0	0
	point103	103	3101	57	165	57	235	57	0	0	0	0	0

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	point104	104	3101	57	165	57	235	57	0	0	0	0
	point105	105	3101	57	165	57	235	57	0	0	0	0
	point106	106	3101	57	165	57	235	57	0	0	0	0
	point107	107	3101	57	165	57	235	57	0	0	0	0
	point108	108	3101	57	165	57	235	57	0	0	0	0
	point109	109	3101	57	165	57	235	57	0	0	0	0
	point110	110										
Roadway7 ; NB OFF TO GRIGGS FORD	PT1	29	1372	30	73	30	105	30	0	0	0	0
	PT2	30	1372	30	73	30	105	30	0	0	0	0
	PT3	31	1372	30	73	30	105	30	0	0	0	0
	PT4	32	1372	30	73	30	105	30	0	0	0	0
	PT5	33	1372	30	73	30	105	30	0	0	0	0
	PT6	34	1372	30	73	30	105	30	0	0	0	0
	PT7	35	1372	30	73	30	105	30	0	0	0	0
	PT8	36	1372	30	73	30	105	30	0	0	0	0
	PT9	37	1372	30	73	30	105	30	0	0	0	0
	PT10	38	1372	30	73	30	105	30	0	0	0	0
	PT11	39	1372	30	73	30	105	30	0	0	0	0
	PT12	40										
Roadway8 ; NB ON FR GRIGGS FORD	PT1	41	344	30	13	30	18	30	0	0	0	0
	PT2	42	344	30	13	30	18	30	0	0	0	0
	PT3	43	344	30	13	30	18	30	0	0	0	0
	PT4	44	344	30	13	30	18	30	0	0	0	0
	PT5	45	344	30	13	30	18	30	0	0	0	0
	PT6	46	344	30	13	30	18	30	0	0	0	0
	PT7	47	344	30	13	30	18	30	0	0	0	0
	PT8	48	344	30	13	30	18	30	0	0	0	0
	PT9	49	344	30	13	30	18	30	0	0	0	0
	PT10	50	344	30	13	30	18	30	0	0	0	0
	PT11	51	344	30	13	30	18	30	0	0	0	0
	PT12	52	344	30	13	30	18	30	0	0	0	0
	PT13	53										
Roadway9 ; SB OFF	PT1	54	177	30	9	30	13	30	0	0	0	0
	PT2	55	177	30	9	30	13	30	0	0	0	0
	PT3	56	177	30	9	30	13	30	0	0	0	0
	PT4	57	177	30	9	30	13	30	0	0	0	0
	PT5	58	177	30	9	30	13	30	0	0	0	0
	PT6	59	177	30	9	30	13	30	0	0	0	0
	PT7	60	177	30	9	30	13	30	0	0	0	0
	PT8	61										
Roadway10 ; SB ON	PT1	62	754	30	30	30	41	30	0	0	0	0
	PT2	63	754	30	30	30	41	30	0	0	0	0
	PT3	64	754	30	30	30	41	30	0	0	0	0
	PT4	65	754	30	30	30	41	30	0	0	0	0
	PT5	66	754	30	30	30	41	30	0	0	0	0
	PT6	67	754	30	30	30	41	30	0	0	0	0
	PT7	68	754	30	30	30	41	30	0	0	0	0
	PT8	69										

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Roadway11 ; BRIGGS FORD RD	PT1	70	1571	30	58	30	84	30	2	30	0	0
	PT2	71	1571	30	58	30	84	30	2	30	0	0
	PT3	72										
Roadway12 ; BROGGS FORD (Br)	PT1	73	1571	30	58	30	84	30	2	30	0	0
	PT2	74										
Roadway13 ; BRIGGS FORD RD	PT1	75	1571	30	58	30	84	30	2	30	0	0
	PT2	76	1571	30	58	30	84	30	2	30	0	0
	PT3	77	1571	30	58	30	84	30	2	30	0	0
	PT4	78										
Roadway14 ; BRIGGS FORD RD	PT1	79	1444	30	54	30	77	30	0	0	0	0
	PT2	80										
Roadway15 ; BRIGGS FORD RD	PT1	81	2751	30	102	30	147	30	0	0	0	0
	PT2	82										
Roadway16 ; SUNDAY LANE	PT1	83	0	0	0	0	0	0	0	0	0	0
	PT2	84										
Roadway17 ; SUNDAY LANE	PT1	85	0	0	0	0	0	0	0	0	0	0
	PT2	86										
Roadway18 ; SUN LA TO SB OFF RAMP	PT1	87	0	0	0	0	0	0	0	0	0	0
	PT2	88										
Roadway19 ; SB OFF TO BRIGGS FORD	PT1	89	0	0	0	0	0	0	0	0	0	0
	PT2	90	0	0	0	0	0	0	0	0	0	0
	PT3	91										
Rd 20; Briggs Ford Rd	point111	111	0	0	0	0	0	0	0	0	0	0
	point112	112	0	0	0	0	0	0	0	0	0	0
	point113	113	0	0	0	0	0	0	0	0	0	0
	point114	114	0	0	0	0	0	0	0	0	0	0
	point115	115	0	0	0	0	0	0	0	0	0	0
	point116	116										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_A54-55

Alternative 7 AM Receptors H-54 to H-55

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; LEWISDALE RD	PT1	1	313	30		12	30	0	0	0	0	0	0
	PT2	2	313	30		12	30	0	0	0	0	0	0
	PT3	3	313	30		12	30	0	0	0	0	0	0
	PT4	4	313	30		12	30	0	0	0	0	0	0
	PT5	5	313	30		12	30	0	0	0	0	0	0
	PT6	6	313	30		12	30	0	0	0	0	0	0
	PT7	7	313	30		12	30	0	0	0	0	0	0
	PT8	8	313	30		12	30	0	0	0	0	0	0
	PT9	9	313	30		12	30	0	0	0	0	0	0
	PT10	10	313	30		12	30	0	0	0	0	0	0
	PT11	11	313	30		12	30	0	0	0	0	0	0
	PT12	12	313	30		12	30	0	0	0	0	0	0
	PT13	13											
Roadway2 ; LEWISDALE RD	PT1	14	240	30		10	30	0	0	0	0	0	0
	PT2	15	240	30		10	30	0	0	0	0	0	0
	PT3	16											
Roadway3 ; URBANA PIKE	PT1	17	1091	30		53	30	1	30	5	30	0	0
	PT2	18	1091	30		53	30	1	30	5	30	0	0
	PT3	19	1091	30		53	30	1	30	5	30	0	0
	PT4	20											
Roadway4 ; MD 75 EB	PT1	21	768	45		31	45	1	45	0	0	0	0
	PT2	22											
Roadway5 ; MD 75 WB	PT1	23	361	45		14	45	0	0	0	0	0	0
	PT2	24											
Roadway6 ; URBANA PIKE	PT1	25	916	30		0	0	0	0	9	30	0	0
	PT2	26											
Roadway7 ; URBANA PIKE	PT1	27	916	30		0	0	0	0	9	30	0	0
	PT2	28											
Roadway8 ; MD 355 CROSS MD 75	PT1	29	965	30		0	0	0	0	10	30	0	0
	PT2	30											
Roadway9 ; MD 75 EB	PT1	31	792	45		32	45	1	45	0	0	0	0
	PT2	32	792	45		32	45	1	45	0	0	0	0
	PT3	33											

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Roadway10 ; MD 75 EB	PT1	34	768	45	30	45	2	45	1	45	0	0
	PT2	35	768	45	30	45	2	45	1	45	0	0
	PT3	36	768	45	30	45	2	45	1	45	0	0
	PT4	37	768	45	30	45	2	45	1	45	0	0
	PT5	38	768	45	30	45	2	45	1	45	0	0
	PT6	39	768	45	30	45	2	45	1	45	0	0
	PT7	40	768	45	30	45	2	45	1	45	0	0
	PT8	41	768	45	30	45	2	45	1	45	0	0
	PT9	42	768	45	30	45	2	45	1	45	0	0
	PT10	43	768	45	30	45	2	45	1	45	0	0
	PT11	44	768	45	30	45	2	45	1	45	0	0
	PT12	45										
Roadway11 ; MD 75 EB	PT1	46	746	45	27	45	2	45	1	45	0	0
	PT2	47	746	45	27	45	2	45	1	45	0	0
	PT3	48	746	45	27	45	2	45	1	45	0	0
	PT4	49	746	45	27	45	2	45	1	45	0	0
	PT5	50										
Roadway12 ; MD 75 WB	PT1	51	504	45	20	45	1	45	0	0	0	0
	PT2	52	504	45	20	45	1	45	0	0	0	0
	PT3	53	504	45	20	45	1	45	0	0	0	0
	PT4	54	504	45	20	45	1	45	0	0	0	0
	PT5	55										
Roadway13 ; MD 75 WB	PT1	56	336	45	13	45	0	0	0	0	0	0
	PT2	57	336	45	13	45	0	0	0	0	0	0
	PT3	58	336	45	13	45	0	0	0	0	0	0
	PT4	59	336	45	13	45	0	0	0	0	0	0
	PT5	60	336	45	13	45	0	0	0	0	0	0
	PT6	61	336	45	13	45	0	0	0	0	0	0
	PT7	62	336	45	13	45	0	0	0	0	0	0
	PT8	63	336	45	13	45	0	0	0	0	0	0
	PT9	64	336	45	13	45	0	0	0	0	0	0
	PT10	65	336	45	13	45	0	0	0	0	0	0
	PT11	66	336	45	13	45	0	0	0	0	0	0
	PT12	67										
Roadway14 ; MD 75 WB	PT1	68	313	45	12	45	0	0	0	0	0	0
	PT2	69	313	45	12	45	0	0	0	0	0	0
	PT3	70										
Roadway15 ; LEWISDALE RD	PT1	71	193	30	7	30	0	0	0	0	0	0
	PT2	72										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_P1-5

Alternative 7 PM Receptors H-1 to H-5

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; NB ON RAMP	PT1	1	289	30	9	30	3	30	0	0	0	0	0
	PT2	2	289	30	9	30	3	30	0	0	0	0	0
	PT3	3	289	30	9	30	3	30	0	0	0	0	0
	PT4	4	289	30	9	30	3	30	0	0	0	0	0
	PT5	5	289	30	9	30	3	30	0	0	0	0	0
	PT6	6											
Roadway2 ; NB ETL	PT1	7	3225	60	318	60	0	0	7	60	0	0	0
	PT2	8	3225	60	318	60	0	0	7	60	0	0	0
	PT3	9	3225	60	318	60	0	0	7	60	0	0	0
	PT4	10	3225	60	318	60	0	0	7	60	0	0	0
	PT5	11	3225	60	318	60	0	0	7	60	0	0	0
	PT6	12	3225	60	318	60	0	0	7	60	0	0	0
	PT7	13											
Roadway4 ; NB RTL	PT1	16	3225	60	318	60	0	0	7	60	0	0	0
	PT2	17	3225	60	318	60	0	0	7	60	0	0	0
	PT3	18	3225	60	318	60	0	0	7	60	0	0	0
	PT4	19	3225	60	318	60	0	0	7	60	0	0	0
	PT5	20	3225	60	318	60	0	0	7	60	0	0	0
	PT6	21	3225	60	318	60	0	0	7	60	0	0	0
	PT7	22	3225	60	318	60	0	0	7	60	0	0	0
	PT8	23											
Roadway5 ; MUDDY BRANCH NB	PT1	24	625	45	50	45	0	0	0	0	0	0	0
	PT2	25	625	45	50	45	0	0	0	0	0	0	0
	PT3	26	625	45	50	45	0	0	0	0	0	0	0
	PT4	27											
Roadway6 ; MUDDY BRANCH NB (Bridg	PT1	28	625	45	50	45	0	0	0	0	0	0	0
	PT2	29	625	45	50	45	0	0	0	0	0	0	0
	PT3	30											
Roadway7 ; MUDDY BRANCH NB	PT1	31	625	45	50	45	0	0	0	0	0	0	0
	PT2	32	625	45	50	45	0	0	0	0	0	0	0
	PT3	33	625	45	50	45	0	0	0	0	0	0	0
	PT4	34											
Roadway8 ; MUDDY BRANCH SB		44	35	555	45	45	45	0	0	0	0	0	0

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	PT2	36	555	45	45	45	0	0	0	0	0	0
	PT3	37	555	45	45	45	0	0	0	0	0	0
	PT4	38										
Roadway9 ; MUDDY BRANCH SB (Brid)	PT1	39	555	45	45	45	0	0	0	0	0	0
	PT2	40	555	45	45	45	0	0	0	0	0	0
	PT3	41										
Roadway10 ; OFF RAMP TO SAM EIG	PT1	42	409	30	31	30	10	30	0	0	0	0
	PT2	43	409	30	31	30	10	30	0	0	0	0
	PT3	44	409	30	31	30	10	30	0	0	0	0
	PT4	45	409	30	31	30	10	30	0	0	0	0
	PT5	46	409	30	31	30	10	30	0	0	0	0
	PT6	47	409	30	31	30	10	30	0	0	0	0
	PT7	48										
Roadway13 ; SB ETL	PT1	73	1334	63	133	63	0	0	8	63	0	0
	PT2	74	1334	63	133	63	0	0	8	63	0	0
	PT3	75	1334	63	133	63	0	0	8	63	0	0
	PT4	76	1334	63	133	63	0	0	8	63	0	0
	PT5	77	1334	63	133	63	0	0	8	63	0	0
	PT6	78	1334	63	133	63	0	0	8	63	0	0
	PT7	79	1334	63	133	63	0	0	8	63	0	0
	PT8	80	1334	63	133	63	0	0	8	63	0	0
	PT9	81	1334	63	133	63	0	0	8	63	0	0
	point213	213										
Roadway14 ; MUDDY BRANCH SB	PT1	85	555	45	45	45	0	0	0	0	0	0
	PT2	86	555	45	45	45	0	0	0	0	0	0
	PT3	87										
Roadway15 ; NB 270	PT1	88	6711	24	502	24	162	24	7	24	0	0
	PT2	89	6711	24	502	24	162	24	7	24	0	0
	PT3	90										
Roadway16 ; NB 270	PT1	91	6984	12	522	12	169	12	8	12	0	0
	PT2	92	6984	12	522	12	169	12	8	12	0	0
	PT3	93	6984	12	522	12	169	12	8	12	0	0
	PT4	94	6984	12	522	12	169	12	8	12	0	0
	PT5	95	6984	12	522	12	169	12	8	12	0	0
	PT6	96	6984	12	522	12	169	12	8	12	0	0
	PT7	97	6984	12	522	12	169	12	8	12	0	0
	PT8	98	6984	12	522	12	169	12	8	12	0	0
	PT9	99	6984	12	522	12	169	12	8	12	0	0
	PT10	100	6984	12	522	12	169	12	8	12	0	0
	PT11	101	6984	12	522	12	169	12	8	12	0	0
	PT12	102	6984	12	522	12	169	12	8	12	0	0
	PT13	103	6984	12	522	12	169	12	8	12	0	0
	point211	211										
Roadway18 ; SB 270 FR 117 ON RAMP	PT1	106	4091	67	311	67	99	67	5	67	0	0
	PT2	107	4091	67	311	67	99	67	5	67	0	0
	PT3	108	4091	67	311	67	99	67	5	67	0	0
	PT4	109	4091	67	311	67	99	67	5	67	0	0
	PT5	110	4091	67	311	67	99	67	5	67	0	0

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	PT6	111	4091	67	311	67	99	67	5	67	0	0
	PT7	112	4091	67	311	67	99	67	5	67	0	0
	PT8	113	4091	67	311	67	99	67	5	67	0	0
	PT9	114										
Roadway19 ; SB 270 TO OFF TO 370	PT1	115	4091	67	311	67	99	67	5	67	0	0
	PT2	116	4091	67	311	67	99	67	5	67	0	0
	PT3	117	4091	67	311	67	99	67	5	67	0	0
	PT4	118	4091	67	311	67	99	67	5	67	0	0
	PT5	119	4091	67	311	67	99	67	5	67	0	0
	PT6	120	4091	67	311	67	99	67	5	67	0	0
	PT7	121	4091	67	311	67	99	67	5	67	0	0
	PT8	122										
Roadway20 ; SB 270 FR OFF TO 370	PT1	123	3681	66	279	66	89	66	4	66	0	0
	PT2	124										
Rd21; NB ETL Fr 370	point125	125	1999	60	197	60	0	0	4	60	0	0
	point126	126										
Rd22; NB ETL Fr 370	point127	127	1226	55	121	55	0	0	3	55	0	0
	point128	128										
Rd23; NB ETL Before Off Ramp	point129	129	3225	60	318	60	0	0	7	60	0	0
	point130	130	3225	60	318	60	0	0	7	60	0	0
	point131	131										
Rd24; NB ETL Off Ramp to 117	point215	215	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0
	point135	135	0	0	0	0	0	0	0	0	0	0
	point136	136	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0
	point140	140	0	0	0	0	0	0	0	0	0	0
	point141	141	0	0	0	0	0	0	0	0	0	0
	point142	142	0	0	0	0	0	0	0	0	0	0
	point143	143	0	0	0	0	0	0	0	0	0	0
	point144	144	0	0	0	0	0	0	0	0	0	0
	point145	145	0	0	0	0	0	0	0	0	0	0
	point146	146	0	0	0	0	0	0	0	0	0	0
	point147	147	0	0	0	0	0	0	0	0	0	0
	point148	148	0	0	0	0	0	0	0	0	0	0
	point149	149	0	0	0	0	0	0	0	0	0	0
	point150	150	0	0	0	0	0	0	0	0	0	0
	point151	151										
Rd25; SB ETL fr 117 on ramp to split	point153	153	1334	63	133	63	0	0	8	63	0	0
	point154	154	1334	63	133	63	0	0	8	63	0	0
	point155	155	1334	63	133	63	0	0	8	63	0	0
	point156	156	1334	63	133	63	0	0	8	63	0	0
	point157	157	1334	63	133	63	0	0	8	63	0	0
	point158	158	1334	63	133	63	0	0	8	63	0	0
	point 159	159	1334	63	133	63	0	0	8	63	0	0

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	point160	160	1334	63	133	63	0	0	8	63	0	0
	point161	161										
Rd26; SB ETL Eastern Split	point162	162	882	55	88	55	0	0	5	55	0	0
	point163	163	882	55	88	55	0	0	5	55	0	0
	point164	164										
Rd27; SB ETL Western Split	point165	165	497	62	50	62	0	0	3	62	0	0
	point166	166	497	62	50	62	0	0	3	62	0	0
	point167	167										
Rd28; SB ETL on ramo fr 117	point168	168	0	0	0	0	0	0	0	0	0	0
	point169	169	0	0	0	0	0	0	0	0	0	0
	point170	170	0	0	0	0	0	0	0	0	0	0
	point171	171	0	0	0	0	0	0	0	0	0	0
	point172	172	0	0	0	0	0	0	0	0	0	0
	point173	173	0	0	0	0	0	0	0	0	0	0
	point174	174	0	0	0	0	0	0	0	0	0	0
	point175	175	0	0	0	0	0	0	0	0	0	0
	point176	176	0	0	0	0	0	0	0	0	0	0
	point177	177	0	0	0	0	0	0	0	0	0	0
	point178	178	0	0	0	0	0	0	0	0	0	0
	point179	179	0	0	0	0	0	0	0	0	0	0
	point180	180	0	0	0	0	0	0	0	0	0	0
	point181	181	0	0	0	0	0	0	0	0	0	0
	point182	182	0	0	0	0	0	0	0	0	0	0
	point183	183	0	0	0	0	0	0	0	0	0	0
	point184	184	0	0	0	0	0	0	0	0	0	0
	point185	185	0	0	0	0	0	0	0	0	0	0
	point186	186	0	0	0	0	0	0	0	0	0	0
	point214	214										
Rd29; SB 270 to On ramp from 117	point187	187	2204	66	167	66	53	66	2	66	0	0
	point188	188	2204	66	167	66	53	66	2	66	0	0
	point189	189	2204	66	167	66	53	66	2	66	0	0
	point190	190										
Rd30; SB 270 On ramp fr 117	point191	191	1980	30	83	30	4	30	4	30	0	0
	point192	192	1980	30	83	30	4	30	4	30	0	0
	point193	193	1980	30	83	30	4	30	4	30	0	0
	point194	194	1980	30	83	30	4	30	4	30	0	0
	point195	195	1980	30	83	30	4	30	4	30	0	0
	point196	196	1980	30	83	30	4	30	4	30	0	0
	point197	197	1980	30	83	30	4	30	4	30	0	0
	point198	198	1980	30	83	30	4	30	4	30	0	0
	point199	199	1980	30	83	30	4	30	4	30	0	0
	point200	200	1980	30	83	30	4	30	4	30	0	0
	point201	201	1980	30	83	30	4	30	4	30	0	0
	point202	202	1980	30	83	30	4	30	4	30	0	0
	point203	203	1980	30	83	30	4	30	4	30	0	0
	point204	204	1980	30	83	30	4	30	4	30	0	0
	point205	205	1980	30	83	30	4	30	4	30	0	0
	point206	206	1980	30	83	30	4	30	4	30	0	0

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		point207	207	1980	30	83	30	4	30	4	30	0	0
		point208	208	1980	30	83	30	4	30	4	30	0	0
		point209	209										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_P6-10

Alternative 7 PM Receptors H-6 to H-10

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; NB ETL	PT1	1	3022	60	325	60	0	0	3	60	0	0	0
	PT2	2											
Roadway2 ; MBROOK EB TO 270 SB	PT1	5	268	30	4	30	3	30	0	0	0	0	0
	PT2	6	268	30	4	30	3	30	0	0	0	0	0
	PT3	7											
Roadway3 ; MBROOK EB	PT1	8	851	45	13	45	10	45	1	45	0	0	0
	PT2	9											
Roadway4 ; MBROOK EB	PT1	10	851	45	13	45	10	45	1	45	0	0	0
	PT2	11	851	45	13	45	10	45	1	45	0	0	0
	PT3	12	851	45	13	45	10	45	1	45	0	0	0
	PT4	13	851	45	13	45	10	45	1	45	0	0	0
	PT5	14	851	45	13	45	10	45	1	45	0	0	0
	PT6	15											
Roadway5 ; MBROOK WB	PT1	16	1876	45	43	45	29	45	2	45	0	0	0
	PT2	17	1876	45	43	45	29	45	2	45	0	0	0
	PT3	18											
Roadway6 ; MBROOK WB	PT1	19	2275	45	45	45	31	45	0	0	0	0	0
	PT2	20	2275	45	45	45	31	45	0	0	0	0	0
	PT3	21	2275	45	45	45	31	45	0	0	0	0	0
	PT4	22	2275	45	45	45	31	45	0	0	0	0	0
	PT5	23											
Roadway7 ; MBROOK WB	PT1	24	2033	45	40	45	27	45	0	0	0	0	0
	PT2	25	2033	45	40	45	27	45	0	0	0	0	0
	PT3	26	2033	45	40	45	27	45	0	0	0	0	0
	PT4	27											
Roadway8 ; TO SB RAMP	PT1	28	0	0	0	0	0	0	0	0	0	0	0
	PT2	29											
Roadway9 ; SB RAMP FR WB MBROOK	PT1	30	0	0	0	0	0	0	0	0	0	0	0
	PT2	31	0	0	0	0	0	0	0	0	0	0	0
	PT3	32											
Roadway10 ; NB ETL	PT1	33	3022	60	325	60	0	0	3	60	0	0	0
	PT2	34	2682	63	289	63	0	0	4	63	0	0	0
	PT3	35	2682	63	289	63	0	0	4	63	0	0	0

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		PT4	36	2682	63	289	63	0	0	4	63	0	0
		PT5	37	2682	63	289	63	0	0	4	63	0	0
		PT6	38	2682	63	289	63	0	0	4	63	0	0
		PT7	39	2682	63	289	63	0	0	4	63	0	0
		PT8	40	2682	63	289	63	0	0	4	63	0	0
		PT9	41	2682	63	289	63	0	0	4	63	0	0
		PT10	42	2682	63	289	63	0	0	4	63	0	0
		PT11	43	2682	63	289	63	0	0	4	63	0	0
		PT12	44	2682	63	289	63	0	0	4	63	0	0
		PT13	45	2682	63	289	63	0	0	4	63	0	0
		PT14	46	2682	63	289	63	0	0	4	63	0	0
		point224	224	2682	63	289	63	0	0	4	63	0	0
		PT15	47										
Roadway11 ; NB ETL (Bridge)		PT1	48	3022	60	325	60	0	0	3	60	0	0
		PT2	49										
Roadway12 ; NB ETL		PT1	50	3022	60	325	60	0	0	3	60	0	0
		PT2	51	3022	60	325	60	0	0	3	60	0	0
		PT3	52	3022	60	325	60	0	0	3	60	0	0
		PT4	53										
Roadway13 ; NB OFF TO MBROOK		PT1	54	364	30	21	30	15	30	0	0	0	0
		PT2	55	364	30	21	30	15	30	0	0	0	0
		PT3	56	364	30	21	30	15	30	0	0	0	0
		PT4	57	364	30	21	30	15	30	0	0	0	0
		PT5	58	364	30	21	30	15	30	0	0	0	0
		PT6	59	364	30	21	30	15	30	0	0	0	0
		PT7	60	364	30	21	30	15	30	0	0	0	0
		PT8	61	364	30	21	30	15	30	0	0	0	0
		PT9	62	364	30	21	30	15	30	0	0	0	0
		PT10	63	364	30	21	30	15	30	0	0	0	0
		PT11	64	364	30	21	30	15	30	0	0	0	0
		PT12	65	364	30	21	30	15	30	0	0	0	0
		PT13	66	364	30	21	30	15	30	0	0	0	0
		PT14	67	364	30	21	30	15	30	0	0	0	0
		PT15	68										
Roadway14 ; SB ETL		PT1	69	1059	63	113	63	0	0	5	63	0	0
		PT2	70	1059	63	113	63	0	0	5	63	0	0
		PT3	71	1059	63	113	63	0	0	5	63	0	0
		PT4	72	1059	63	113	63	0	0	5	63	0	0
		PT5	73	1059	63	113	63	0	0	5	63	0	0
		PT6	74	1059	63	113	63	0	0	5	63	0	0
		PT7	75	1059	63	113	63	0	0	5	63	0	0
		PT8	76										
Roadway15 ; SB ETL (Bridge)		PT1	77	1059	63	113	63	0	0	5	63	0	0
		PT2	78										
Roadway16 ; SB ETL		PT1	79	1059	63	113	63	0	0	5	63	0	0
		PT2	80	1059	63	113	63	0	0	5	63	0	0
		PT3	81	1059	63	113	63	0	0	5	63	0	0
		PT4	82	1059	63	113	63	0	0	5	63	0	0

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		PT5	83	1059	63	113	63	0	0	5	63	0	0
		PT6	84	1059	63	113	63	0	0	5	63	0	0
		PT7	85	1059	63	113	63	0	0	5	63	0	0
		PT8	86	1059	63	113	63	0	0	5	63	0	0
		PT9	87	1059	63	113	63	0	0	5	63	0	0
		PT10	88	1059	63	113	63	0	0	5	63	0	0
		PT11	89	1059	63	113	63	0	0	5	63	0	0
		PT12	90	1059	63	113	63	0	0	5	63	0	0
		PT13	91	1059	63	113	63	0	0	5	63	0	0
		PT14	92	1059	63	113	63	0	0	5	63	0	0
		PT15	93	1059	63	113	63	0	0	5	63	0	0
		PT16	94	1059	63	113	63	0	0	5	63	0	0
		PT17	95	1059	63	113	63	0	0	5	63	0	0
		PT18	96	1059	63	113	63	0	0	5	63	0	0
		PT19	97										
Roadway17 ; SB ETL		PT1	98	1059	63	113	63	0	0	5	63	0	0
		PT2	99	1059	63	113	63	0	0	5	63	0	0
		PT3	100	1059	63	113	63	0	0	5	63	0	0
		PT4	101	1059	63	113	63	0	0	5	63	0	0
		PT5	102	1059	63	113	63	0	0	5	63	0	0
		PT6	180										
Roadway18 ; SB ON RAMP		PT1	103	511	30	8	30	6	30	1	30	0	0
		PT2	104	511	30	8	30	6	30	1	30	0	0
		PT3	105	511	30	8	30	6	30	1	30	0	0
		PT4	106	511	30	8	30	6	30	1	30	0	0
		PT5	107	511	30	8	30	6	30	1	30	0	0
		PT6	108	511	30	8	30	6	30	1	30	0	0
		PT7	109										
Roadway19 ; NB OFF RAMP		PT1	110	569	30	33	30	23	30	0	0	0	0
		PT2	111	569	30	33	30	23	30	0	0	0	0
		PT3	112	569	30	33	30	23	30	0	0	0	0
		PT4	113	569	30	33	30	23	30	0	0	0	0
		PT5	114	569	30	33	30	23	30	0	0	0	0
		PT6	115	569	30	33	30	23	30	0	0	0	0
		PT7	116	569	30	33	30	23	30	0	0	0	0
		PT8	117	569	30	33	30	23	30	0	0	0	0
		PT9	118										
Roadway20 ; NB 270		PT1	119	5528	56	322	56	225	56	0	0	0	0
		PT2	120	5528	56	322	56	225	56	0	0	0	0
		PT3	121	5528	56	322	56	225	56	0	0	0	0
		PT4	122	5528	56	322	56	225	56	0	0	0	0
		PT5	123	5528	56	322	56	225	56	0	0	0	0
		PT6	124	5528	56	322	56	225	56	0	0	0	0
		PT7	125	5528	56	322	56	225	56	0	0	0	0
		PT8	126	5528	56	322	56	225	56	0	0	0	0
		PT9	127	5528	56	322	56	225	56	0	0	0	0
		PT10	128	5528	56	322	56	225	56	0	0	0	0
		PT11	129	5528	56	322	56	225	56	0	0	0	0

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	PT12	130	5528	56	322	56	225	56	0	0	0	0
	PT13	131	5528	56	322	56	225	56	0	0	0	0
	PT14	132										
Roadway21 ; NB 270	PT1	133	5528	56	322	56	225	56	0	0	0	0
	PT2	134	5528	56	322	56	225	56	0	0	0	0
	PT3	135	5528	56	322	56	225	56	0	0	0	0
	PT4	136	5528	56	322	56	225	56	0	0	0	0
	PT5	137	5528	56	322	56	225	56	0	0	0	0
	PT6	138	5528	56	322	56	225	56	0	0	0	0
	PT7	139	5528	56	322	56	225	56	0	0	0	0
	PT8	140	5528	56	322	56	225	56	0	0	0	0
	PT9	141										
Roadway22 ; NB 270	PT1	142	4960	56	289	56	202	56	0	0	0	0
	PT2	143										
Roadway23 ; NB 270	PT1	144	4960	56	289	56	202	56	0	0	0	0
	PT2	145										
Roadway24 ; NB 270	PT1	146	4960	56	289	56	202	56	0	0	0	0
	PT2	147	4960	56	289	56	202	56	0	0	0	0
	PT3	148										
Roadway25 ; NB 270	PT1	149	4555	64	288	64	207	64	5	64	0	0
	PT2	150	4555	64	288	64	207	64	5	64	0	0
	PT3	151	4555	64	288	64	207	64	5	64	0	0
	PT4	152	4555	64	288	64	207	64	5	64	0	0
	PT5	153										
Roadway27 ; SB 270	PT1	158	2819	65	178	65	125	65	3	65	0	0
	PT2	159										
Roadway28 ; SB 270	PT1	160	2819	65	178	65	125	65	3	65	0	0
	PT2	161										
Roadway29 ; SB 270	PT1	162	3322	66	190	66	135	66	4	66	0	0
	PT2	163										
Rd31; NB ETL to Middlebrook	point178	178	3022	60	325	60	0	0	3	60	0	0
	point179	179										
Rd32; SB 270 (6 Lanes)	point181	181	2819	65	178	65	125	65	3	65	0	0
	point182	182										
Rdy33; SB 270 (5 Lanes)	point183	183	2819	65	178	65	125	65	3	65	0	0
	point184	184										
Rd34; SB 270 (4 Lanes)	point185	185	2819	65	178	65	125	65	3	65	0	0
	point186	186										
Rd35; SB 270 to Off Ramp	point187	187	3322	66	190	66	135	66	4	66	0	0
	point188	188	3322	66	190	66	135	66	4	66	0	0
	point189	189	3322	66	190	66	135	66	4	66	0	0
	point190	190	3322	66	190	66	135	66	4	66	0	0
	point191	191	3322	66	190	66	135	66	4	66	0	0
	point192	192	3322	66	190	66	135	66	4	66	0	0
	point193	193	3322	66	190	66	135	66	4	66	0	0
	point194	194	3322	66	190	66	135	66	4	66	0	0
	point195	195	3322	66	190	66	135	66	4	66	0	0
	point196	196	3322	66	190	66	135	66	4	66	0	0

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	point197	197	3322	66	190	66	135	66	4	66	0	0
	point198	198	3322	66	190	66	135	66	4	66	0	0
	point199	199										
Rd37; SB 270 from Off Ramp	point200	200	2548	66	146	66	104	66	3	66	0	0
	point201	201	2548	66	146	66	104	66	3	66	0	0
	point202	202	2548	66	146	66	104	66	3	66	0	0
	point203	203										
Rd 39; SB Off Ramp fr 270	point214	214	774	30	44	30	31	30	1	30	0	0
	point215	215	774	30	44	30	31	30	1	30	0	0
	point216	216	774	30	44	30	31	30	1	30	0	0
	point217	217	774	30	44	30	31	30	1	30	0	0
	point218	218	774	30	44	30	31	30	1	30	0	0
	point219	219										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_P11-13

Alternative 7 PM Receptors H-11 to H-13

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 270 NB	PT1	1	4397	64	283	64	195	64	0	0	0	0	0
	PT2	2	4397	64	283	64	195	64	0	0	0	0	0
	PT3	3	4397	64	283	64	195	64	0	0	0	0	0
	PT4	4											
Roadway3 ; NB ON RAMP fr Father H	PT1	13	435	30	9	30	6	30	0	0	0	0	0
	PT2	14	435	30	9	30	6	30	0	0	0	0	0
	PT3	15	435	30	9	30	6	30	0	0	0	0	0
	PT4	16	435	30	9	30	6	30	0	0	0	0	0
	PT5	17	435	30	9	30	6	30	0	0	0	0	0
	PT6	18	435	30	9	30	6	30	0	0	0	0	0
	PT7	19	435	30	9	30	6	30	0	0	0	0	0
	PT8	20	435	30	9	30	6	30	0	0	0	0	0
	PT9	21											
Roadway5 ; 270 SB to off to F. Hurley	PT1	34	2848	60	208	60	144	60	3	60	0	0	0
	PT2	35	2848	60	208	60	144	60	3	60	0	0	0
	PT3	36	2848	60	208	60	144	60	3	60	0	0	0
	PT4	37	2848	60	208	60	144	60	3	60	0	0	0
	PT5	38	2848	60	208	60	144	60	3	60	0	0	0
	PT6	39	2848	60	208	60	144	60	3	60	0	0	0
	PT7	40	2848	60	208	60	144	60	3	60	0	0	0
	PT8	41	2848	60	208	60	144	60	3	60	0	0	0
	PT9	42	2848	60	208	60	144	60	3	60	0	0	0
	PT10	43											
Rd 6 ;SB 270 @ Father Hurley	PT1	44	2069	64	151	64	105	64	2	64	0	0	0
	PT2	45	2069	64	151	64	105	64	2	64	0	0	0
	PT3	46	2069	64	151	64	105	64	2	64	0	0	0
	PT4	47	2069	64	151	64	105	64	2	64	0	0	0
	PT5	48	2069	64	151	64	105	64	2	64	0	0	0
	PT6	49											
Roadway7 ; SB OFF to Father Hurley	PT1	50	760	30	50	30	35	30	1	30	0	0	0
	PT2	51	760	30	50	30	35	30	1	30	0	0	0
	PT3	52	760	30	50	30	35	30	1	30	0	0	0
	PT4	53	760	30	50	30	35	30	1	30	0	0	0

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	PT5	54	760	30	50	30	35	30	1	30	0	0
	PT6	55										
Roadway9 ; SB ETL	PT1	67	898	58	101	58	0	0	2	58	0	0
	PT2	68	898	58	101	58	0	0	2	58	0	0
	PT3	69	898	58	101	58	0	0	2	58	0	0
	PT4	70	898	58	101	58	0	0	2	58	0	0
	PT5	71	898	58	101	58	0	0	2	58	0	0
	PT6	72	898	58	101	58	0	0	2	58	0	0
	PT7	73	898	58	101	58	0	0	2	58	0	0
	PT8	74	898	58	101	58	0	0	2	58	0	0
	PT9	75	898	58	101	58	0	0	2	58	0	0
	PT10	76	898	58	101	58	0	0	2	58	0	0
	PT11	77	898	58	101	58	0	0	2	58	0	0
	PT12	78	898	58	101	58	0	0	2	58	0	0
	PT13	79	898	58	101	58	0	0	2	58	0	0
	PT14	80	898	58	101	58	0	0	2	58	0	0
	PT15	81										
Rd 11; NB 270 fr F Hurley (5 Lanes)	point82	82	4772	55	342	55	235	55	0	0	0	0
	point83	83										
Rd 12; NB 270 (4 lanes)	point84	84	4772	55	342	55	235	55	0	0	0	0
	point85	85	4772	55	342	55	235	55	0	0	0	0
	point86	86	4772	55	342	55	235	55	0	0	0	0
	point87	87	4772	55	342	55	235	55	0	0	0	0
	point88	88	4772	55	342	55	235	55	0	0	0	0
	point89	89	4772	55	342	55	235	55	0	0	0	0
	point90	90	4772	55	342	55	235	55	0	0	0	0
	point91	91	4772	55	342	55	235	55	0	0	0	0
	point92	92	4772	55	342	55	235	55	0	0	0	0
	point93	93	4772	55	342	55	235	55	0	0	0	0
	point94	94										
Rd 13; NB ETL	point95	95	2638	62	284	62	0	0	3	62	0	0
	point96	96	2638	62	284	62	0	0	3	62	0	0
	point97	97	2638	62	284	62	0	0	3	62	0	0
	point98	98	2638	62	284	62	0	0	3	62	0	0
	point99	99	2638	62	284	62	0	0	3	62	0	0
	point100	100	2638	62	284	62	0	0	3	62	0	0
	point101	101	2638	62	284	62	0	0	3	62	0	0
	point102	102	2638	62	284	62	0	0	3	62	0	0
	point103	103	2638	62	284	62	0	0	3	62	0	0
	point104	104	2638	62	284	62	0	0	3	62	0	0
	point105	105	2638	62	284	62	0	0	3	62	0	0
	point106	106	2638	62	284	62	0	0	3	62	0	0
	point107	107	2638	62	284	62	0	0	3	62	0	0
	point108	108										
Rd 14; SB 270 fr Father Hurley	point109	109	2069	64	151	64	105	64	2	64	0	0
	point110	110										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_P14-16 **Alternative 7 PM Receptors H-14 to H-16**

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; FREDERIC RD	PT1	24		0	0	0	0	0	0	0	0	0	0
	PT2	25		0	0	0	0	0	0	0	0	0	0
	PT3	26		0	0	0	0	0	0	0	0	0	0
	PT4	27		0	0	0	0	0	0	0	0	0	0
	PT5	28		0	0	0	0	0	0	0	0	0	0
	PT6	29		0	0	0	0	0	0	0	0	0	0
	PT7	30		0	0	0	0	0	0	0	0	0	0
	PT8	31		0	0	0	0	0	0	0	0	0	0
	PT9	32		0	0	0	0	0	0	0	0	0	0
	PT10	33		0	0	0	0	0	0	0	0	0	0
	PT11	34		0	0	0	0	0	0	0	0	0	0
	PT12	35											
Roadway4 ; COMUS RD	PT1	36		105	30	10	30	10	30	0	0	0	0
	PT2	37											
Roadway5 ; COMUS RD (Bridge)	PT1	38		105	30	10	30	10	30	0	0	0	0
	PT2	39											
Roadway6 ; COMUS RD	PT1	40		105	30	10	30	10	30	0	0	0	0
	PT2	41		105	30	10	30	10	30	0	0	0	0
	PT3	42		105	30	10	30	10	30	0	0	0	0
	PT4	43											
Rd 13; NB 270 (3Lanes)	point89	89		3053	57	228	57	156	57	0	0	0	0
	point90	90											
Rd 14; NB 270 (2 Lanes)	point91	91		3053	57	228	57	156	57	0	0	0	0
	point92	92		3053	57	228	57	156	57	0	0	0	0
	point93	93		3053	57	228	57	156	57	0	0	0	0
	point94	94		3053	57	228	57	156	57	0	0	0	0
	point95	95		3053	57	228	57	156	57	0	0	0	0
	point96	96		3053	57	228	57	156	57	0	0	0	0
	point97	97		3053	57	228	57	156	57	0	0	0	0
	point98	98		3053	57	228	57	156	57	0	0	0	0
	point99	99											
Rd 16; NB ETL from Off to 270	point102	102		3074	55	444	55	0	0	7	55	0	0
	point103	103		3074	55	444	55	0	0	7	55	0	0
	point104	104		3074	55	444	55	0	0	7	55	0	0
	point105	105		3074	55	444	55	0	0	7	55	0	0
	point106	106		3074	55	444	55	0	0	7	55	0	0

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	point107	107	3074	55	444	55	0	0	7	55	0	0
	point108	108	3074	55	444	55	0	0	7	55	0	0
	point109	109	3074	55	444	55	0	0	7	55	0	0
	point110	110	3074	55	444	55	0	0	7	55	0	0
	point111	111	3074	55	444	55	0	0	7	55	0	0
	point112	112										
Rd 18; SB ETL to Off to 270	point115	115	934	55	138	55	0	0	3	55	0	0
	point116	116	934	55	138	55	0	0	3	55	0	0
	point117	117	934	55	138	55	0	0	3	55	0	0
	point118	118	934	55	138	55	0	0	3	55	0	0
	point119	119	934	55	138	55	0	0	3	55	0	0
	point120	120	934	55	138	55	0	0	3	55	0	0
	point121	121	934	55	138	55	0	0	3	55	0	0
	point122	122	934	55	138	55	0	0	3	55	0	0
	point123	123	934	55	138	55	0	0	3	55	0	0
	point124	124	934	55	138	55	0	0	3	55	0	0
	point125	125	934	55	138	55	0	0	3	55	0	0
	point126	126	934	55	138	55	0	0	3	55	0	0
	point127	127	934	55	138	55	0	0	3	55	0	0
	point128	128	934	55	138	55	0	0	3	55	0	0
	point129	129	934	55	138	55	0	0	3	55	0	0
	point130	130	934	55	138	55	0	0	3	55	0	0
	point131	131	934	55	138	55	0	0	3	55	0	0
	point132	132	934	55	138	55	0	0	3	55	0	0
	point133	133										
Rd 19; SB ETL From Off to 270	point134	134	934	55	138	55	0	0	3	55	0	0
	point135	135										
Rd 20; SB ETL Off to 270	point136	136	0	0	0	0	0	0	0	0	0	0
	point137	137										
Rd 21; SB 270 to On from ETL	point138	138	1467	58	122	58	84	58	2	58	0	0
	point139	139	1467	58	122	58	84	58	2	58	0	0
	point140	140	1467	58	122	58	84	58	2	58	0	0
	point141	141	1467	58	122	58	84	58	2	58	0	0
	point142	142	1467	58	122	58	84	58	2	58	0	0
	point143	143	1467	58	122	58	84	58	2	58	0	0
	point144	144	1467	58	122	58	84	58	2	58	0	0
	point145	145	1467	58	122	58	84	58	2	58	0	0
	point146	146	1467	58	122	58	84	58	2	58	0	0
	point147	147	1467	58	122	58	84	58	2	58	0	0
	point148	148	1467	58	122	58	84	58	2	58	0	0
	point149	149	1467	58	122	58	84	58	2	58	0	0
	point150	150	1467	58	122	58	84	58	2	58	0	0
	point151	151	1467	58	122	58	84	58	2	58	0	0
	point152	152	1467	58	122	58	84	58	2	58	0	0
	point153	153	1467	58	122	58	84	58	2	58	0	0
	point154	154	1467	58	122	58	84	58	2	58	0	0
	point159	159										
Rd 22; SB 270 fr ETL on (3 Lanes)	point155	155	1467	58	122	58	84	58	2	58	0	0
	point156	156										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_P17

Alternative 7 PM Receptor H-17

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; PEACH TREE RD	PT1	1	0	0	0	0	0	0	0	0	0	0	0
	PT2	2	0	0	0	0	0	0	0	0	0	0	0
	PT3	3	0	0	0	0	0	0	0	0	0	0	0
	PT4	4	0	0	0	0	0	0	0	0	0	0	0
	PT5	5	0	0	0	0	0	0	0	0	0	0	0
	PT6	6	0	0	0	0	0	0	0	0	0	0	0
	PT7	7	0	0	0	0	0	0	0	0	0	0	0
	PT8	8	0	0	0	0	0	0	0	0	0	0	0
	PT9	9	0	0	0	0	0	0	0	0	0	0	0
	PT10	10	0	0	0	0	0	0	0	0	0	0	0
	PT11	11	0	0	0	0	0	0	0	0	0	0	0
	PT12	12											
Roadway3 ; NB ETL	PT1	19	3303	55	219	55	0	0	4	55	0	0	0
	PT2	20	3303	55	219	55	0	0	4	55	0	0	0
	PT3	21	3303	55	219	55	0	0	4	55	0	0	0
	PT4	22	3303	55	219	55	0	0	4	55	0	0	0
	PT5	23	3303	55	219	55	0	0	4	55	0	0	0
	PT6	24	3303	55	219	55	0	0	4	55	0	0	0
	point56	56	3303	55	219	55	0	0	4	55	0	0	0
	point57	57											
Roadway4 ; 270 SB	PT1	25	1342	56	100	56	69	56	1	56	0	0	0
	PT2	26											
Roadway5 ; 270 SB	PT1	27	1635	58	122	58	84	58	2	58	0	0	0
	PT2	28	1635	58	122	58	84	58	2	58	0	0	0
	PT3	29	1635	58	122	58	84	58	2	58	0	0	0
	PT4	30	1635	58	122	58	84	58	2	58	0	0	0
	PT5	31											
Roadway6 ; SB ETL	PT1	32	990	55	83	55	0	0	2	55	0	0	0
	PT2	33	990	55	83	55	0	0	2	55	0	0	0
	PT3	34	990	55	83	55	0	0	2	55	0	0	0
	PT4	35	990	55	83	55	0	0	2	55	0	0	0
	PT5	36	990	55	83	55	0	0	2	55	0	0	0
	PT6	37	990	55	83	55	0	0	2	55	0	0	0

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	point58	58	990	55	83	55	0	0	2	55	0	0
	point59	59										
Roadway7 ; SB ON RAMP	PT1	38	286	30	8	30	7	30	0	0	0	0
	PT2	39	286	30	8	30	7	30	0	0	0	0
	PT3	40	286	30	8	30	7	30	0	0	0	0
	PT4	41	286	30	8	30	7	30	0	0	0	0
	PT5	42	286	30	8	30	7	30	0	0	0	0
	PT6	43	286	30	8	30	7	30	0	0	0	0
	PT7	44	286	30	8	30	7	30	0	0	0	0
	PT8	45	286	30	8	30	7	30	0	0	0	0
	PT9	46										
Rd 8; NB 270	point47	47	2741	57	228	57	156	57	0	0	0	0
	point48	48	2741	57	228	57	156	57	0	0	0	0
	point49	49	2741	57	228	57	156	57	0	0	0	0
	point50	50	2741	57	228	57	156	57	0	0	0	0
	point51	51	2741	57	228	57	156	57	0	0	0	0
	point52	52	2741	57	228	57	156	57	0	0	0	0
	point53	53	2741	57	228	57	156	57	0	0	0	0
	point54	54	2741	57	228	57	156	57	0	0	0	0
	point55	55										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_P18-20

Alternative 7 PM Receptors H-18 to H-20

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks				HTrucks		Buses	Motorcycles
			V	S		V	S			V	S	V	S
			veh/hr	mph		veh/hr	mph			veh/hr	mph	veh/hr	mph
Roadway1	PT1	1	2660	55		207	55			183	55	0	0
	PT2	2	2660	55		207	55			183	55	0	0
	PT3	3	2660	55		207	55			183	55	0	0
	PT4	4	2660	55		207	55			183	55	0	0
	PT5	5	2660	55		207	55			183	55	0	0
	PT6	6	2660	55		207	55			183	55	0	0
	PT7	7											
Roadway2 ; NB 270	PT1	8	2572	56		201	56			177	56	0	0
	PT2	9	2572	56		201	56			177	56	0	0
	PT3	10	2572	56		201	56			177	56	0	0
	PT4	11	2572	56		201	56			177	56	0	0
	PT5	12	2572	56		201	56			177	56	0	0
	PT6	13	2572	56		201	56			177	56	0	0
	PT7	14	2572	56		201	56			177	56	0	0
	PT8	15	2572	56		201	56			177	56	0	0
	PT9	16	2572	56		201	56			177	56	0	0
	PT10	17	2572	56		201	56			177	56	0	0
	PT11	18	2572	56		201	56			177	56	0	0
	PT12	19	2572	56		201	56			177	56	0	0
	PT13	20											
Roadway3 ; NB 270	PT1	21	3380	35		246	35			219	35	0	0
	PT2	22	3380	35		246	35			219	35	0	0
	PT3	23	3380	35		246	35			219	35	0	0
	PT4	24	3380	35		246	35			219	35	0	0
	PT5	25	3380	35		246	35			219	35	0	0
	PT6	26	3380	35		246	35			219	35	0	0
	PT7	27	3380	35		246	35			219	35	0	0
	PT8	28	3380	35		246	35			219	35	0	0
	PT9	29	3380	35		246	35			219	35	0	0
	PT10	30	3380	35		246	35			219	35	0	0
	PT11	31	3380	35		246	35			219	35	0	0
	PT12	32	3380	35		246	35			219	35	0	0
	PT13	33	3380	35		246	35			219	35	0	0
	PT14	34	3380	35		246	35			219	35	0	0
	PT15	35	3380	35		246	35			219	35	0	0
	PT16	36	3380	35		246	35			219	35	0	0

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	PT17	37	3380	35	246	35	219	35	0	0	0	0
	PT18	38	3380	35	246	35	219	35	0	0	0	0
	PT19	39										
Roadway4 ; 270 NB	PT1	40	3380	35	246	35	219	35	0	0	0	0
	PT2	41	3380	35	246	35	219	35	0	0	0	0
	PT3	42	3380	35	246	35	219	35	0	0	0	0
	point318	318	3380	35	246	35	219	35	0	0	0	0
	PT4	43	3380	35	246	35	219	35	0	0	0	0
	PT5	44	3380	35	246	35	219	35	0	0	0	0
	PT6	45	3380	35	246	35	219	35	0	0	0	0
	PT7	46	3380	35	246	35	219	35	0	0	0	0
	PT8	47	3380	35	246	35	219	35	0	0	0	0
	PT9	48	3380	35	246	35	219	35	0	0	0	0
	PT10	49	3380	35	246	35	219	35	0	0	0	0
	PT11	50	3380	35	246	35	219	35	0	0	0	0
	PT12	51										
Roadway 5 ; 270 NB	PT1	52	3183	58	232	58	207	58	0	0	0	0
	PT2	53										
Roadway6 ; NB ETL	PT1	54	2538	57	360	57	0	0	3	57	0	0
	PT2	55	2538	57	360	57	0	0	3	57	0	0
	PT3	56	2538	57	360	57	0	0	3	57	0	0
	PT4	57	2538	57	360	57	0	0	3	57	0	0
	PT5	58	2538	57	360	57	0	0	3	57	0	0
	PT6	59	2538	57	360	57	0	0	3	57	0	0
	PT7	60	2538	57	360	57	0	0	3	57	0	0
	PT8	61	2538	57	360	57	0	0	3	57	0	0
	PT9	62										
Roadway7 ; NB ETL	PT9	63	2538	57	360	57	0	0	3	57	0	0
	PT2	64	2538	57	360	57	0	0	3	57	0	0
	PT3	65										
Roadway8 ; NB ETL	PT1	66	2538	62	360	62	0	0	3	62	0	0
	PT2	67	2538	62	360	62	0	0	3	62	0	0
	PT3	68	2538	62	360	62	0	0	3	62	0	0
	PT4	69	2538	62	360	62	0	0	3	62	0	0
	PT5	70	2538	62	360	62	0	0	3	62	0	0
	PT6	71	2538	62	360	62	0	0	3	62	0	0
	PT7	72	2538	62	360	62	0	0	3	62	0	0
	PT8	73	2538	62	360	62	0	0	3	62	0	0
	PT9	74	2538	62	360	62	0	0	3	62	0	0
	PT10	75	2538	62	360	62	0	0	3	62	0	0
	PT11	76	2538	62	360	62	0	0	3	62	0	0
	PT12	77	2538	62	360	62	0	0	3	62	0	0
	PT13	78	2538	62	360	62	0	0	3	62	0	0
	PT14	79	2538	62	360	62	0	0	3	62	0	0
	PT15	80	2538	62	360	62	0	0	3	62	0	0
	PT16	81	2538	62	360	62	0	0	3	62	0	0
	PT17	82	2538	62	360	62	0	0	3	62	0	0
	PT18	83	2538	62	360	62	0	0	3	62	0	0
	PT19	84										
Roadway9 ; NB ETL	PT1	85	2538	62	360	62	0	0	3	62	0	0

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	PT2	86	2538	62	360	62	0	0	3	62	0	0
	PT3	87	2538	62	360	62	0	0	3	62	0	0
	PT4	88	2538	62	360	62	0	0	3	62	0	0
	PT5	89	2538	62	360	62	0	0	3	62	0	0
	PT6	90	2538	62	360	62	0	0	3	62	0	0
	PT7	91	2538	62	360	62	0	0	3	62	0	0
	PT8	92	2538	62	360	62	0	0	3	62	0	0
	PT9	93	2538	62	360	62	0	0	3	62	0	0
	PT10	94	2538	62	360	62	0	0	3	62	0	0
	PT11	95										
Roadway10 ; NB ETL	PT1	96	2538	62	360	62	0	0	3	62	0	0
	PT2	97	2538	62	360	62	0	0	3	62	0	0
	point316	316	2538	62	360	62	0	0	3	62	0	0
	point316	98	2538	62	360	62	0	0	3	62	0	0
	PT3	99	2538	62	360	62	0	0	3	62	0	0
	PT4	100	2538	62	360	62	0	0	3	62	0	0
	PT5	101	2538	62	360	62	0	0	3	62	0	0
	PT6	102	2538	62	360	62	0	0	3	62	0	0
	PT7	103	2538	62	360	62	0	0	3	62	0	0
	PT8	104	2538	62	360	62	0	0	3	62	0	0
	PT9	105	2538	62	360	62	0	0	3	62	0	0
	PT10	106										
Roadway11 ; NB ETL	PT1	107	2538	62	360	62	0	0	3	62	0	0
	PT2	108										
Roadway12 ; SB ETL	PT1	109	740	62	105	62	0	0	3	62	0	0
	PT2	110	740	62	105	62	0	0	3	62	0	0
	PT3	111	740	62	105	62	0	0	3	62	0	0
	PT4	112	740	62	105	62	0	0	3	62	0	0
	PT5	113	740	62	105	62	0	0	3	62	0	0
	PT6	114	740	62	105	62	0	0	3	62	0	0
	PT7	115	740	62	105	62	0	0	3	62	0	0
	PT8	116	740	62	105	62	0	0	3	62	0	0
	PT9	117	740	62	105	62	0	0	3	62	0	0
	PT10	118	740	62	105	62	0	0	3	62	0	0
	point317	317	740	62	105	62	0	0	3	62	0	0
	PT11	119										
Roadway13 ; SB ETL	PT1	120	740	62	105	62	0	0	3	62	0	0
	PT2	121	740	62	105	62	0	0	3	62	0	0
	PT3	122	740	62	105	62	0	0	3	62	0	0
	PT4	123	740	62	105	62	0	0	3	62	0	0
	PT5	124	740	62	105	62	0	0	3	62	0	0
	PT6	125	740	62	105	62	0	0	3	62	0	0
	PT7	126	740	62	105	62	0	0	3	62	0	0
	PT8	127	740	62	105	62	0	0	3	62	0	0
	PT9	128	740	62	105	62	0	0	3	62	0	0
	PT10	129	740	62	105	62	0	0	3	62	0	0
	PT11	130	740	62	105	62	0	0	3	62	0	0
	PT12	131	740	62	105	62	0	0	3	62	0	0
	PT13	132	740	62	105	62	0	0	3	62	0	0
	PT14	133	740	62	105	62	0	0	3	62	0	0

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	PT15	134	740	62	105	62	0	0	3	62	0	0
	PT16	135	740	62	105	62	0	0	3	62	0	0
	PT17	136	740	62	105	62	0	0	3	62	0	0
	PT18	137										
Roadway14 ; SB ETL	PT1	139	740	62	105	62	0	0	3	62	0	0
	PT2	140	740	62	105	62	0	0	3	62	0	0
	PT3	141	740	62	105	62	0	0	3	62	0	0
	PT4	142	740	62	105	62	0	0	3	62	0	0
	PT5	143	740	62	105	62	0	0	3	62	0	0
	PT6	144	740	62	105	62	0	0	3	62	0	0
	PT7	145	740	62	105	62	0	0	3	62	0	0
	PT8	146	740	62	105	62	0	0	3	62	0	0
	PT9	147	740	62	105	62	0	0	3	62	0	0
	PT10	148	740	62	105	62	0	0	3	62	0	0
	PT11	149	740	62	105	62	0	0	3	62	0	0
	PT12	150	740	62	105	62	0	0	3	62	0	0
	PT13	151	740	62	105	62	0	0	3	62	0	0
	PT14	152										
Roadway15 ; SB ETL	PT1	153	740	59	105	59	0	0	3	59	0	0
	PT2	154	740	59	105	59	0	0	3	59	0	0
	PT3	155	740	59	105	59	0	0	3	59	0	0
	PT4	156	740	59	105	59	0	0	3	59	0	0
	PT5	157	740	59	105	59	0	0	3	59	0	0
	PT6	158	740	59	105	59	0	0	3	59	0	0
	PT7	159	740	59	105	59	0	0	3	59	0	0
	PT8	160	740	59	105	59	0	0	3	59	0	0
	PT9	161	740	59	105	59	0	0	3	59	0	0
	PT10	162	740	59	105	59	0	0	3	59	0	0
	PT11	163										
Roadway16 ; SB 270	PT1	164	1684	58	127	58	112	58	2	58	0	0
	PT2	165	1684	58	127	58	112	58	2	58	0	0
	PT3	166	1684	58	127	58	112	58	2	58	0	0
	PT4	167	1684	58	127	58	112	58	2	58	0	0
	PT5	168	1684	58	127	58	112	58	2	58	0	0
	PT6	169	1684	58	127	58	112	58	2	58	0	0
	PT7	170	1684	58	127	58	112	58	2	58	0	0
	PT8	171	1684	58	127	58	112	58	2	58	0	0
	PT9	172	1684	58	127	58	112	58	2	58	0	0
	PT10	173	1684	58	127	58	112	58	2	58	0	0
	point319	320	1684	58	127	58	112	58	2	58	0	0
	PT11	174										
Roadway17 ; SB 270	PT1	175	1684	58	127	58	112	58	2	58	0	0
	PT2	176	1684	58	127	58	112	58	2	58	0	0
	PT3	177	1684	58	127	58	112	58	2	58	0	0
	PT4	178	1684	58	127	58	112	58	2	58	0	0
	PT5	179	1684	58	127	58	112	58	2	58	0	0
	PT6	180	1684	58	127	58	112	58	2	58	0	0
	PT7	181	1684	58	127	58	112	58	2	58	0	0
	PT8	182	1684	58	127	58	112	58	2	58	0	0
	PT9	183	1684	58	127	58	112	58	2	58	0	0

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	PT10	184	1684	58	127	58	112	58	2	58	0	0
	PT11	185	1684	58	127	58	112	58	2	58	0	0
	PT12	186	1684	58	127	58	112	58	2	58	0	0
	PT13	187	1684	58	127	58	112	58	2	58	0	0
	PT14	188	1684	58	127	58	112	58	2	58	0	0
	PT15	189	1684	58	127	58	112	58	2	58	0	0
	PT16	190	1684	58	127	58	112	58	2	58	0	0
	PT17	191	1684	58	127	58	112	58	2	58	0	0
	PT18	192										
Roadway18 ; SB 270 To Off to Mott Rd	PT1	193	1684	58	127	58	112	58	2	58	0	0
	PT2	194	1684	58	127	58	112	58	2	58	0	0
	PT3	195										
Roadway19 ; SB 270 Bet Off & On	PT1	196	1378	58	104	58	91	58	2	58	0	0
	PT2	197	1378	58	104	58	91	58	2	58	0	0
	PT3	198	1378	58	104	58	91	58	2	58	0	0
	PT4	199	1378	58	104	58	91	58	2	58	0	0
	PT5	200	1378	58	104	58	91	58	2	58	0	0
	PT6	201	1378	58	104	58	91	58	2	58	0	0
	PT7	202	1378	58	104	58	91	58	2	58	0	0
	PT8	203	1378	58	104	58	91	58	2	58	0	0
	PT9	204	1378	58	104	58	91	58	2	58	0	0
	PT10	205	1378	58	104	58	91	58	2	58	0	0
	PT11	206										
Roadway21 ; NB OFF RAMP	PT1	219	87	30	7	30	6	30	0	0	0	0
	PT2	220	87	30	7	30	6	30	0	0	0	0
	PT3	221	87	30	7	30	6	30	0	0	0	0
	PT4	222	87	30	7	30	6	30	0	0	0	0
	PT5	223	87	30	7	30	6	30	0	0	0	0
	PT6	224	87	30	7	30	6	30	0	0	0	0
	PT7	225	87	30	7	30	6	30	0	0	0	0
	PT8	226	87	30	7	30	6	30	0	0	0	0
	PT9	227	87	30	7	30	6	30	0	0	0	0
	PT10	228	87	30	7	30	6	30	0	0	0	0
	PT11	229										
Roadway22 ; NB ON RAMP	PT1	230	878	30	11	30	10	30	0	0	0	0
	PT2	231	878	30	11	30	10	30	0	0	0	0
	PT3	232	878	30	11	30	10	30	0	0	0	0
	PT4	233	878	30	11	30	10	30	0	0	0	0
	PT5	234	878	30	11	30	10	30	0	0	0	0
	PT6	235	878	30	11	30	10	30	0	0	0	0
	PT7	236	878	30	11	30	10	30	0	0	0	0
	PT8	237	878	30	11	30	10	30	0	0	0	0
	PT9	238	878	30	11	30	10	30	0	0	0	0
	PT10	239										
Roadway23 ; SB OFF RAMP	PT1	240	306	30	23	30	20	30	0	0	0	0
	PT2	241	306	30	23	30	20	30	0	0	0	0
	PT3	242	306	30	23	30	20	30	0	0	0	0
	PT4	243	306	30	23	30	20	30	0	0	0	0
	PT5	244	306	30	23	30	20	30	0	0	0	0
	PT6	245	306	30	23	30	20	30	0	0	0	0

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	PT7	246	306	30	23	30	20	30	0	0	0	0
	PT8	247	306	30	23	30	20	30	0	0	0	0
	PT9	248	306	30	23	30	20	30	0	0	0	0
	PT10	249	306	30	23	30	20	30	0	0	0	0
	PT11	250	306	30	23	30	20	30	0	0	0	0
	PT12	251	306	30	23	30	20	30	0	0	0	0
	PT13	252	306	30	23	30	20	30	0	0	0	0
	PT14	253	306	30	23	30	20	30	0	0	0	0
	PT15	254	306	30	23	30	20	30	0	0	0	0
	PT16	255	306	30	23	30	20	30	0	0	0	0
	PT17	256	306	30	23	30	20	30	0	0	0	0
	PT18	257	306	30	23	30	20	30	0	0	0	0
	PT19	258										
Roadway24 ; SB OFF RAMP	PT1	259	306	30	23	30	20	30	0	0	0	0
	PT2	260	306	30	23	30	20	30	0	0	0	0
	PT3	261										
Roadway25 ; SB ON RAMP	PT1	262	73	30	1	30	1	30	0	0	0	0
	PT2	263	73	30	1	30	1	30	0	0	0	0
	PT3	264	73	30	1	30	1	30	0	0	0	0
	PT4	265	73	30	1	30	1	30	0	0	0	0
	PT5	266	73	30	1	30	1	30	0	0	0	0
	PT6	267	73	30	1	30	1	30	0	0	0	0
	PT7	268	73	30	1	30	1	30	0	0	0	0
	PT8	269	73	30	1	30	1	30	0	0	0	0
	PT9	270	73	30	1	30	1	30	0	0	0	0
	PT10	271	73	30	1	30	1	30	0	0	0	0
	PT11	272	73	30	1	30	1	30	0	0	0	0
	PT12	273	73	30	1	30	1	30	0	0	0	0
	PT13	274	73	30	1	30	1	30	0	0	0	0
	PT14	275	73	30	1	30	1	30	0	0	0	0
	PT15	276	73	30	1	30	1	30	0	0	0	0
	PT16	277	73	30	1	30	1	30	0	0	0	0
	PT17	278										
Roadway26 ; RTE 75 EXT (Bridge)	PT1	279	415	30	5	30	5	30	0	0	0	0
	PT2	280										
Roadway27 ; RTE 75 EXT	PT1	281	415	30	5	30	5	30	0	0	0	0
	PT2	282										
Roadway28 ; RTE 75 EXT	PT1	283	513	30	6	30	6	30	1	30	0	0
	PT2	284										
Rd 29; NB 270 (2 Lanes)	point286	286	2660	55	207	55	183	55	0	0	0	0
	point287	287										
Rd 30; NB 270 from On Ramp	point288	288	3380	35	246	35	219	35	0	0	0	0
	point289	289	3380	35	246	35	219	35	0	0	0	0
	point290	290										
Rd 31; NB off to MD 80	point291	291	198	30	14	30	13	30	0	0	0	0
	point292	292	198	30	14	30	13	30	0	0	0	0
	point293	293										
Rd 32; SB 270 to On from MD 80	point294	294	1531	58	116	58	102	58	2	58	0	0
	point295	295	1531	58	116	58	102	58	2	58	0	0
	point296	296										

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Rd 33; SB On Ramp fr MD 80	point297	297	169	30	4	30	3	30	0	0	0	0
	point298	298	169	30	4	30	3	30	0	0	0	0
	point299	299										
Rd 34; SB 270 Fr On Ramp fr MD 80	point300	300	1684	58	127	58	112	58	2	58	0	0
	point301	301										
Rd 35; SB 270 fr On Fr Mott Rd	point302	302	1436	56	114	56	101	56	2	56	0	0
	point303	303	1436	56	114	56	101	56	2	56	0	0
	point304	304	1436	56	114	56	101	56	2	56	0	0
	point305	305	1436	56	114	56	101	56	2	56	0	0
	point306	306	1436	56	114	56	101	56	2	56	0	0
	point307	307	1436	56	114	56	101	56	2	56	0	0
	point308	308	1436	56	114	56	101	56	2	56	0	0
	point309	309	1436	56	114	56	101	56	2	56	0	0
	point310	310										
Rd 36; SB 270	point311	311	3606	56	286	56	253	56	4	56	0	0
	point312	312	3606	56	286	56	253	56	4	56	0	0
	point313	313	3606	56	286	56	253	56	4	56	0	0
	point314	314	3606	56	286	56	253	56	4	56	0	0
	point315	315										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_P21-24

Alternative 7 PM Receptors H-21 to H-24

Roadway Name		Points Name	No.	Segment									
		Name		Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; NB OFF RAMP		PT1	14	198	30	14	30	13	30	0	0	0	0
		PT2	15	198	30	14	30	13	30	0	0	0	0
		PT3	16	198	30	14	30	13	30	0	0	0	0
		PT4	17	198	30	14	30	13	30	0	0	0	0
		PT5	18	198	30	14	30	13	30	0	0	0	0
		PT6	19	198	30	14	30	13	30	0	0	0	0
		PT7	20	198	30	14	30	13	30	0	0	0	0
		PT8	21	198	30	14	30	13	30	0	0	0	0
		PT9	22										
Roadway4 NB OFF RAMP TO 80 EB		PT1	23	132	30	10	30	9	30	0	0	0	0
		PT2	24										
Roadway5 SB OFF RAMP TO 80 WB		PT1	32	66	30	5	30	4	30	0	0	0	0
		PT2	33	66	30	5	30	4	30	0	0	0	0
		PT3	34	66	30	5	30	4	30	0	0	0	0
		PT4	35										
Roadway6 ; MD 80		PT1	36	2156	40	38	40	27	40	4	40	0	0
		PT2	37	2156	40	38	40	27	40	4	40	0	0
		PT3	38										
Roadway7 ; MD 80		PT1	39	606	40	11	40	8	40	1	40	0	0
		PT2	40										
Roadway8 ; MD 80		PT1	41	606	40	11	40	8	40	1	40	0	0
		PT2	42										
Roadway9 ; MD 80		PT1	43	606	40	11	40	8	40	1	40	0	0
		PT2	44										
Roadway10 ; MD 80		PT1	45	678	40	12	40	8	40	1	40	0	0
		PT2	46										
Roadway11 ; MD 80		PT1	47	2149	40	45	40	27	40	4	40	0	0
		PT2	48										
Roadway12 ; MD 80		PT1	49	2149	40	45	40	27	40	4	40	0	0
		PT2	50										
Roadway13 ; MD 80		PT1	51	2149	40	45	40	27	40	4	40	0	0
		PT2	52										
Roadway14 ; NB ON RAMP		PT1	53	1546	30	32	30	19	30	3	30	0	0
		PT2	54	1546	30	32	30	19	30	3	30	0	0
		PT3	55	1546	30	32	30	19	30	3	30	0	0
		PT4	56										
Roadway15 ; NB ON RAMP		PT1	57	0	0	0	0	0	0	0	0	0	0
		PT2	58										
Roadway16 ; MD 80		PT1	59	0	0	0	0	0	0	0	0	0	0
		PT2	60	0	0	0	0	0	0	0	0	0	0
		PT3	61	0	0	0	0	0	0	0	0	0	0
		PT4	62	0	0	0	0	0	0	0	0	0	0
		PT5	63	0	0	0	0	0	0	0	0	0	0

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	PT6	64	0	0	0	0	0	0	0	0	0	0	0
	PT7	65	0	0	0	0	0	0	0	0	0	0	0
	PT8	66	0	0	0	0	0	0	0	0	0	0	0
	PT9	67											
Roadway24 ; NB ON RAMP	PT1	102	1546	30	32	30	19	30	3	30	0	0	0
	PT2	103	1546	30	32	30	19	30	3	30	0	0	0
	PT3	104	1546	30	32	30	19	30	3	30	0	0	0
	PT4	105	1546	30	32	30	19	30	3	30	0	0	0
	PT5	106	1546	30	32	30	19	30	3	30	0	0	0
	PT6	107	1546	30	32	30	19	30	3	30	0	0	0
	PT7	108	1546	30	32	30	19	30	3	30	0	0	0
	PT8	109	1546	30	32	30	19	30	3	30	0	0	0
	PT9	110	1546	30	32	30	19	30	3	30	0	0	0
	PT10	111	1546	30	32	30	19	30	3	30	0	0	0
	PT11	112											
Rd 32; NB 270 to Off to MD 80	point163	163	3380	58	246	58	219	58	0	0	0	0	0
	point164	164	3380	58	246	58	219	58	0	0	0	0	0
	point165	165	3380	58	246	58	219	58	0	0	0	0	0
	point166	166	3380	58	246	58	219	58	0	0	0	0	0
	point167	167											
Rd 33; NB 270 to On from MD 80	point168	168	3183	58	232	58	207	58	0	0	0	0	0
	point169	169	3183	58	232	58	207	58	0	0	0	0	0
	point170	170	3183	58	232	58	207	58	0	0	0	0	0
	point171	171	3183	58	232	58	207	58	0	0	0	0	0
	point172	172	3183	58	232	58	207	58	0	0	0	0	0
	point173	173	3183	58	232	58	207	58	0	0	0	0	0
	point174	174	3183	58	232	58	207	58	0	0	0	0	0
	point175	175	3183	58	232	58	207	58	0	0	0	0	0
	point176	176	3183	58	232	58	207	58	0	0	0	0	0
	point177	177											
Rd 34; NB OFF RAMP	point178	178	198	30	14	30	13	30	0	0	0	0	0
	point179	179	198	30	14	30	13	30	0	0	0	0	0
	point180	180	198	30	14	30	13	30	0	0	0	0	0
	point181	181	198	30	14	30	13	30	0	0	0	0	0
	point182	182	198	30	14	30	13	30	0	0	0	0	0
	point183	183	198	30	14	30	13	30	0	0	0	0	0
	point184	184	198	30	14	30	13	30	0	0	0	0	0
	point185	185	198	30	14	30	13	30	0	0	0	0	0
	point186	186	198	30	14	30	13	30	0	0	0	0	0
	point187	187											
Rd 35; NB 270 fr MD 80 on ramp	point188	188	4085	61	294	61	216	61	0	0	0	0	0
	point189	189	4085	61	294	61	216	61	0	0	0	0	0
	point190	190											
Rd 36; NB 270	point191	191	4085	61	294	61	216	61	0	0	0	0	0
	point192	192	4085	61	294	61	216	61	0	0	0	0	0
	point193	193	4085	61	294	61	216	61	0	0	0	0	0
	point194	194	4085	61	294	61	216	61	0	0	0	0	0
	point195	195	4085	61	294	61	216	61	0	0	0	0	0
	point196	196	4085	61	294	61	216	61	0	0	0	0	0
	point197	197	4085	61	294	61	216	61	0	0	0	0	0
	point198	198	4085	61	294	61	216	61	0	0	0	0	0
	point199	199	4085	61	294	61	216	61	0	0	0	0	0
	point200	200	4085	61	294	61	216	61	0	0	0	0	0
	point201	201											
Rd 37; NB ETL	point202	202	3120	61	398	61	0	0	7	61	0	0	0
	point203	203	3120	61	398	61	0	0	7	61	0	0	0
	point204	204	3120	61	398	61	0	0	7	61	0	0	0

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	point205	205	3120	61	398	61	0	0	7	61	0	0
	point206	206	3120	61	398	61	0	0	7	61	0	0
	point207	207	3120	61	398	61	0	0	7	61	0	0
	point208	208	3120	61	398	61	0	0	7	61	0	0
	point209	209	3120	61	398	61	0	0	7	61	0	0
	point210	210	3120	61	398	61	0	0	7	61	0	0
	point211	211	3120	61	398	61	0	0	7	61	0	0
	point212	212	3120	61	398	61	0	0	7	61	0	0
	point213	213	3120	61	398	61	0	0	7	61	0	0
	point214	214	3120	61	398	61	0	0	7	61	0	0
	point215	215	3120	61	398	61	0	0	7	61	0	0
	point216	216	3120	61	398	61	0	0	7	61	0	0
	point217	217	3120	61	398	61	0	0	7	61	0	0
	point218	218	3120	61	398	61	0	0	7	61	0	0
	point219	219	3120	61	398	61	0	0	7	61	0	0
	point220	220										
Rd 38; NB ETL	point220	221	3120	61	398	61	0	0	7	61	0	0
	point222	222	3120	61	398	61	0	0	7	61	0	0
	point223	223	3120	61	398	61	0	0	7	61	0	0
	point224	224	3120	61	398	61	0	0	7	61	0	0
	point225	225	3120	61	398	61	0	0	7	61	0	0
	point226	226	3120	61	398	61	0	0	7	61	0	0
	point227	227	3120	61	398	61	0	0	7	61	0	0
	point228	228	3120	61	398	61	0	0	7	61	0	0
	point229	229	3120	61	398	61	0	0	7	61	0	0
	point230	230	3120	61	398	61	0	0	7	61	0	0
	point231	231	3120	61	398	61	0	0	7	61	0	0
	point232	232	3120	61	398	61	0	0	7	61	0	0
	point233	233	3120	61	398	61	0	0	7	61	0	0
	point234	234										
Rd 39; SB ETL	point235	235	1038	62	135	62	0	0	4	62	0	0
	point236	236	1038	62	135	62	0	0	4	62	0	0
	point237	237	1038	62	135	62	0	0	4	62	0	0
	point238	238	1038	62	135	62	0	0	4	62	0	0
	point239	239	1038	62	135	62	0	0	4	62	0	0
	point240	240	1038	62	135	62	0	0	4	62	0	0
	point241	241	1038	62	135	62	0	0	4	62	0	0
	point242	242	1038	62	135	62	0	0	4	62	0	0
	point243	243	1038	62	135	62	0	0	4	62	0	0
	point244	244	1038	62	135	62	0	0	4	62	0	0
	point245	245	1038	62	135	62	0	0	4	62	0	0
	point246	246	1038	62	135	62	0	0	4	62	0	0
	point247	247	1038	62	135	62	0	0	4	62	0	0
	point248	248	1038	62	135	62	0	0	4	62	0	0
	point249	249	1038	62	135	62	0	0	4	62	0	0
	point250	250	1038	62	135	62	0	0	4	62	0	0
	point251	251	1038	62	135	62	0	0	4	62	0	0
	point252	252	1038	62	135	62	0	0	4	62	0	0
	point253	253										
Rd 41; SB 270 2Lanes	point263	263	1794	61	134	61	97	61	2	61	0	0
	point264	264	1794	61	134	61	97	61	2	61	0	0
	point265	265	1794	61	134	61	97	61	2	61	0	0
	point266	266	1794	61	134	61	97	61	2	61	0	0
	point267	267	1794	61	134	61	97	61	2	61	0	0
	point268	268	1794	61	134	61	97	61	2	61	0	0
	point269	269	1794	61	134	61	97	61	2	61	0	0
	point270	270	1794	61	134	61	97	61	2	61	0	0

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	point271	271	1794	61	134	61	97	61	2	61	0	0
	point272	272	1794	61	134	61	97	61	2	61	0	0
	point273	273	1794	61	134	61	97	61	2	61	0	0
	point274	274	1794	61	134	61	97	61	2	61	0	0
	point275	275										
Rd 42; SB 270 3 Lanes	point276	276	1794	61	134	61	97	61	2	61	0	0
	point277	277										
Rd 43; SB 270 Ramp to Ramp	point278	278	886	61	66	61	48	61	1	61	0	0
	point279	279	886	61	66	61	48	61	1	61	0	0
	point280	280	886	61	66	61	48	61	1	61	0	0
	point281	281	886	61	66	61	48	61	1	61	0	0
	point282	282	886	61	66	61	48	61	1	61	0	0
	point283	283										
Rd 44;SB 270	point284	284	561	61	38	61	33	61	1	61	0	0
	point285	285	561	61	38	61	33	61	1	61	0	0
	point286	286	561	61	38	61	33	61	1	61	0	0
	point287	287	561	61	38	61	33	61	1	61	0	0
	point288	288	561	61	38	61	33	61	1	61	0	0
	point289	289	561	61	38	61	33	61	1	61	0	0
	point290	290										
Rd 45; SB off to MD 80	point291	291	155	30	12	30	8	30	0	0	0	0
	point292	292	155	30	12	30	8	30	0	0	0	0
	point293	293	155	30	12	30	8	30	0	0	0	0
	point294	294	155	30	12	30	8	30	0	0	0	0
	point295	295	155	30	12	30	8	30	0	0	0	0
	point296	296	155	30	12	30	8	30	0	0	0	0
	point297	297	155	30	12	30	8	30	0	0	0	0
	point298	298	155	30	12	30	8	30	0	0	0	0
	point299	299	155	30	12	30	8	30	0	0	0	0
	point300	300										
Rd 46; SB Off to Eastbound MD 80	point301	301	376	30	28	30	20	30	0	0	0	0
	point302	302	376	30	28	30	20	30	0	0	0	0
	point303	303	376	30	28	30	20	30	0	0	0	0
	point304	304	376	30	28	30	20	30	0	0	0	0
	point305	305	376	30	28	30	20	30	0	0	0	0
	point306	306	376	30	28	30	20	30	0	0	0	0
	point307	307	376	30	28	30	20	30	0	0	0	0
	point308	308	376	30	28	30	20	30	0	0	0	0
	point309	309										
; SB ETL	point253	328	0	0	0	0	0	0	0	0	0	0
	point329	329										
Roadway50	point329	330	1038	62	135	62	0	0	4	62	0	0
	point255	331	1038	62	135	62	0	0	4	62	0	0
	point256	332	1038	62	135	62	0	0	4	62	0	0
	point257	333	1038	62	135	62	0	0	4	62	0	0
	point258	334	1038	62	135	62	0	0	4	62	0	0
	point259	335	1038	62	135	62	0	0	4	62	0	0
	point260	336	1038	62	135	62	0	0	4	62	0	0
	point261	337	1038	62	135	62	0	0	4	62	0	0
	point262	338										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_P25-27 **Alternative 7 PM Receptors H-25 to H-27**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; BAKER VALLEY RD	PT1	1	0	0	0	0	0	0	0	0	0	0	0
	PT2	2	0	0	0	0	0	0	0	0	0	0	0
	PT3	3	0	0	0	0	0	0	0	0	0	0	0
	PT4	4											
Roadway7 ; SB ETL	PT1	31	1038	62	135	62	0	0	4	62	0	0	0
	PT2	32	1038	62	135	62	0	0	4	62	0	0	0
	PT3	33	1038	62	135	62	0	0	4	62	0	0	0
	PT4	34	1038	62	135	62	0	0	4	62	0	0	0
	PT5	35	1038	62	135	62	0	0	4	62	0	0	0
	PT6	36	1038	62	135	62	0	0	4	62	0	0	0
	PT7	37											
Roadway9 ; NB 270 (Bridge)	PT1	59	7215	61	520	61	382	61	0	0	0	0	0
	PT2	60											
Roadway10 ; NB 270	PT1	61	7215	61	520	61	382	61	0	0	0	0	0
	PT2	62	7215	61	520	61	382	61	0	0	0	0	0
	PT3	63	7215	61	520	61	382	61	0	0	0	0	0
	PT4	64											
Roadway11 ; SB 270 4 Lanes	PT1	65	2835	61	211	61	154	61	3	61	0	0	0
	PT2	66	2835	61	211	61	154	61	3	61	0	0	0
	PT3	67	2835	61	211	61	154	61	3	61	0	0	0
	PT4	68											
Roadway12 ; SB 270 (Bridge)	PT1	69	2835	61	211	61	154	61	3	61	0	0	0
	PT2	70											
Roadway13 ; SB 270	PT1	71	2835	61	211	61	154	61	3	61	0	0	0
	PT2	72	2835	61	211	61	154	61	3	61	0	0	0
	PT3	73	2835	61	211	61	154	61	3	61	0	0	0
	PT4	74	2835	61	211	61	154	61	3	61	0	0	0
	PT5	75	2835	61	211	61	154	61	3	61	0	0	0
	PT6	76	2835	61	211	61	154	61	3	61	0	0	0
	PT7	77	2835	61	211	61	154	61	3	61	0	0	0
	PT8	78	2835	61	211	61	154	61	3	61	0	0	0
	PT9	79											
Rd 14; NB 270 2 Lanes	point84	84	4085	61	294	61	216	61	0	0	0	0	0
	point85	85	4085	61	294	61	216	61	0	0	0	0	0

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	point86	86	4085	61	294	61	216	61	0	0	0	0
	point87	87	4085	61	294	61	216	61	0	0	0	0
	point88	88										
Rd 15; NB 270 3 Lanes	point89	89	4085	61	294	61	216	61	0	0	0	0
	point90	90										
Rd 16;NB 270 4 Lanes	point91	91	7215	61	520	61	382	61	0	0	0	0
	point92	92	7215	61	520	61	382	61	0	0	0	0
	point93	93	7215	61	520	61	382	61	0	0	0	0
	point94	94	7215	61	520	61	382	61	0	0	0	0
	point95	95	7215	61	520	61	382	61	0	0	0	0
	point96	96	7215	61	520	61	382	61	0	0	0	0
	point97	97	7215	61	520	61	382	61	0	0	0	0
	point98	98	7215	61	520	61	382	61	0	0	0	0
	point99	99										
Rd 17; NB ETL	point100	100	3120	61	398	61	0	0	7	61	0	0
	point101	101	3120	61	398	61	0	0	7	61	0	0
	point102	102	3120	61	398	61	0	0	7	61	0	0
	point103	103	3120	61	398	61	0	0	7	61	0	0
	point104	104	3120	61	398	61	0	0	7	61	0	0
	point105	105	3120	61	398	61	0	0	7	61	0	0
	point106	106	3120	61	398	61	0	0	7	61	0	0
	point107	107										
Rd 18; SB 270 3 Lanes	point108	108	1794	61	134	61	154	61	3	61	0	0
	point109	109										
Rd 19; SB 270 2 Lanes	point110	110	1794	61	134	61	154	61	3	61	0	0
	point111	111	1794	61	134	61	154	61	3	61	0	0
	point112	112	1794	61	134	61	154	61	3	61	0	0
	point113	113	1794	61	134	61	154	61	3	61	0	0
	point114	114										

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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_28-30

Alternative 7 PM Receptors H-1 to H-5

Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway3 ; NB 270 4 lanes		PT1	9	7215	61	520	61	382	61	0	0	0	0
		PT2	10	7215	61	520	61	382	61	0	0	0	0
		PT3	11	7215	61	520	61	382	61	0	0	0	0
		PT4	12										
Roadway4 ; SB 270		PT1	13	2835	61	211	61	154	61	3	61	0	0
		PT2	14	2835	61	211	61	154	61	3	61	0	0
		PT3	15	2835	61	211	61	154	61	3	61	0	0
		PT4	16										
Rd 5; NB 270 5 Lanes		point17	17	7215	61	520	61	382	61	0	0	0	0
		point18	18										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_P31-33

Alternative 7 PM Receptors H-31 to H-33

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 70 WB	PT1	1	1894	55	321	55	233	55	0	0	0	0	0
	PT2	2	1894	55	321	55	233	55	0	0	0	0	0
	PT3	3											
Roadway2 ; NB ON RAMP	PT1	4	889	30	151	30	109	30	0	0	0	0	0
	PT2	5	889	30	151	30	109	30	0	0	0	0	0
	PT3	6	889	30	151	30	109	30	0	0	0	0	0
	PT4	7	889	30	151	30	109	30	0	0	0	0	0
	PT5	8	889	30	151	30	109	30	0	0	0	0	0
	PT6	9	889	30	151	30	109	30	0	0	0	0	0
	PT7	10	889	30	151	30	109	30	0	0	0	0	0
	PT8	11	889	30	151	30	109	30	0	0	0	0	0
	PT9	12	889	30	151	30	109	30	0	0	0	0	0
	PT10	13											
Roadway3 ; 270 SB	PT1	14	3115	59	193	59	141	59	0	0	0	0	0
	PT2	15	3115	59	193	59	141	59	0	0	0	0	0
	PT3	16	3115	59	193	59	141	59	0	0	0	0	0
	PT4	17	3115	59	193	59	141	59	0	0	0	0	0
	PT5	18											
Roadway4 ; SB OFF TO 70 EB	PT1	19	835	30	52	30	38	30	0	0	0	0	0
	PT2	20	835	30	52	30	38	30	0	0	0	0	0
	PT3	21	835	30	52	30	38	30	0	0	0	0	0
	PT4	22	835	30	52	30	38	30	0	0	0	0	0
	PT5	23	835	30	52	30	38	30	0	0	0	0	0
	PT6	24	835	30	52	30	38	30	0	0	0	0	0
	PT7	25	835	30	52	30	38	30	0	0	0	0	0
	PT8	26	835	30	52	30	38	30	0	0	0	0	0
	PT9	27	835	30	52	30	38	30	0	0	0	0	0
	PT10	28	835	30	52	30	38	30	0	0	0	0	0
	PT11	29	835	30	52	30	38	30	0	0	0	0	0
	PT12	30											
Roadway5 ; 70 EB	PT1	31	590	55	93	55	68	55	0	0	0	0	0
	PT2	32	590	55	93	55	68	55	0	0	0	0	0
	PT3	33											
Roadway6 ; 70 EB	PT1	34	1317	55	208	55	151	55	0	0	0	0	0
	PT2	35											
Roadway7 ; NEW DESIGN RD	PT1	36	0	0	0	0	0	0	0	0	0	0	0

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	PT2	37											
Roadway8 ; NEW DESIGN RD (Bridge)	PT1	38	0	0	0	0	0	0	0	0	0	0	0
	PT2	39											
Roadway9 ; NEW DESIGN RD	PT1	40	0	0	0	0	0	0	0	0	0	0	0
	PT2	41											
Roadway10 ; 70 EB (Bridge)	PT1	42	1317	55	208	55	151	55	0	0	0	0	0
	PT2	43											
Roadway11 ; OFF TO 70 E7W (Bridge)	PT1	44	2944	30	208	30	152	30	0	0	0	0	0
	PT2	45											
Roadway12 ; OFF TO 70 W	PT1	46	2944	30	208	30	152	30	0	0	0	0	0
	PT2	47	2944	30	208	30	152	30	0	0	0	0	0
	PT3	48	2944	30	208	30	152	30	0	0	0	0	0
	PT4	49	2944	30	208	30	152	30	0	0	0	0	0
	PT5	50	2944	30	208	30	152	30	0	0	0	0	0
	PT6	51	2944	30	208	30	152	30	0	0	0	0	0
	PT7	52											
Roadway13 ; OFF TO 70 W (Bridge)	PT1	53	2944	30	208	30	152	30	0	0	0	0	0
	PT2	54											
Roadway14 ; OFF TO 70 W	PT1	55	2944	30	208	30	152	30	0	0	0	0	0
	PT2	56	2944	30	208	30	152	30	0	0	0	0	0
	PT3	57	2944	30	208	30	152	30	0	0	0	0	0
	PT4	58	2944	30	208	30	152	30	0	0	0	0	0
	PT5	59											
Roadway15 ; OFF TO 70 W (OVER 270)	PT1	60	2944	30	208	30	152	30	0	0	0	0	0
	PT2	61											
Roadway16 ; 70 W (OVER 270)	PT1	62	1894	55	321	55	233	55	0	0	0	0	0
	PT2	63											
Roadway17 ; 70 W (OVER 270)	PT1	64	4445	55	753	55	546	55	0	0	0	0	0
	PT2	65											
Roadway18 70 WB	PT1	66	4445	55	753	55	546	55	0	0	0	0	0
	PT2	67	4445	55	753	55	546	55	0	0	0	0	0
	PT3	68											
Roadway19 ; 70 W (OVER SB OFF)	PT1	69	4445	55	753	55	546	55	0	0	0	0	0
	PT2	70											
Roadway20 ; 70 WB	PT1	71	4445	55	753	55	546	55	0	0	0	0	0
	PT2	72											
Roadway21 ; NB OFF TO E7W 70	PT1	73	4705	30	332	30	243	30	0	0	0	0	0
	PT2	74	4705	30	332	30	243	30	0	0	0	0	0
	PT3	75	4705	30	332	30	243	30	0	0	0	0	0
	PT4	76	4705	30	332	30	243	30	0	0	0	0	0
	PT5	77	4705	30	332	30	243	30	0	0	0	0	0
	PT6	78											
Roadway22 ; NB 270	PT1	79	3211	35	227	35	166	35	0	0	0	0	0
	PT2	80	3211	35	227	35	166	35	0	0	0	0	0
	PT3	81	3211	35	227	35	166	35	0	0	0	0	0
	PT4	82											
Roadway23 ; 270 NB	PT1	83	3211	35	227	35	166	35	0	0	0	0	0
	PT2	84	3211	35	227	35	166	35	0	0	0	0	0
	PT3	85	3211	35	227	35	166	35	0	0	0	0	0
	PT4	86	3211	35	227	35	166	35	0	0	0	0	0

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	PT5	87	3211	35	227	35	166	35	0	0	0	0
	PT6	88										
Roadway24 ; NB 270	PT1	89	4180	59	328	59	238	59	0	0	0	0
	PT2	90										
Roadway25 ; 270 SB	PT1	91	3364	59	209	59	153	59	0	0	0	0
	PT2	92	3364	59	209	59	153	59	0	0	0	0
	PT3	93	3364	59	209	59	153	59	0	0	0	0
	PT4	94										
Roadway26 ; SB ON FR 70 EB	PT1	95	774	30	122	30	89	30	0	0	0	0
	PT2	96	774	30	122	30	89	30	0	0	0	0
	PT3	97	774	30	122	30	89	30	0	0	0	0
	PT4	98	774	30	122	30	89	30	0	0	0	0
	PT5	99	774	30	122	30	89	30	0	0	0	0
	PT6	100	774	30	122	30	89	30	0	0	0	0
	PT7	101	774	30	122	30	89	30	0	0	0	0
	PT8	102	774	30	122	30	89	30	0	0	0	0
	PT9	103										
Roadway28 ; 270 SB	PT1	107	5927	60	434	60	314	60	0	0	0	0
	PT2	108	5927	60	434	60	314	60	0	0	0	0
	PT3	109	5927	60	434	60	314	60	0	0	0	0
	PT4	110										
Rd 31; SB 270 to on Fr 70	point119	119	3115	59	193	59	141	59	0	0	0	0
	point120	120										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_P34-42

Alternative 7 PM Receptors H-34 to H-42

Roadway	Points												
Name	Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15/40 NB	PT1	1	3524	59		249	59	117	59	0	0	0	0
	PT2	2	3524	59		249	59	117	59	0	0	0	0
	PT3	3											
Roadway2 ; 15/40 NB fr On fr Jefferson	PT1	4	4612	59		326	59	153	59	0	0	0	0
	PT2	5	4612	59		326	59	153	59	0	0	0	0
	PT3	6	4612	59		326	59	153	59	0	0	0	0
	PT4	7	4612	59		326	59	153	59	0	0	0	0
	PT5	8	4612	59		326	59	153	59	0	0	0	0
	PT6	9	4612	59		326	59	153	59	0	0	0	0
	PT7	10	4612	59		326	59	153	59	0	0	0	0
	point236	236	4612	59		326	59	153	59	0	0	0	0
	point237	237	4612	59		326	59	153	59	0	0	0	0
	point238	238	4612	59		326	59	153	59	0	0	0	0
	point239	239											
Roadway3 ; 15/40 NB	PT1	11	6478	59		458	59	215	59	0	0	0	0
	PT2	12	6478	59		458	59	215	59	0	0	0	0
	PT3	13											
Roadway4 ; 15 NB	PT1	14	6999	59		494	59	232	59	0	0	0	0
	PT2	15											
Roadway5 ; 15 NB	PT1	16	5038	59		314	59	149	59	0	0	0	0
	PT2	17	5038	59		314	59	149	59	0	0	0	0
	PT3	18	5038	59		314	59	149	59	0	0	0	0
	PT4	19											
Roadway6 ; 15 NB	PT1	20	4588	59		286	59	151	59	0	0	0	0
	PT2	21	4588	59		286	59	151	59	0	0	0	0
	PT3	22	4588	59		286	59	151	59	0	0	0	0
	PT4	23											
Roadway7 ; 15 NB	PT1	24	4885	59		305	59	161	59	0	0	0	0
	PT2	25	4885	59		305	59	161	59	0	0	0	0
	PT3	26	4885	59		305	59	161	59	0	0	0	0
	PT4	27											
Roadway8 ; 15 SB	PT1	28	3872	59		247	59	132	59	0	0	0	0
	PT2	29	3872	59		247	59	132	59	0	0	0	0
	point245	245											
Roadway9 ; 15 SB	PT1	30	4837	59		295	59	137	59	5	59	0	0
	PT2	31	4837	59		295	59	137	59	5	59	0	0

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	PT3	32	4837	59	295	59	137	59	5	59	0	0
	PT4	33	4837	59	295	59	137	59	5	59	0	0
	PT5	34	4837	59	295	59	137	59	5	59	0	0
	PT6	35	4837	59	295	59	137	59	5	59	0	0
	PT7	36	4837	59	295	59	137	59	5	59	0	0
	PT8	37										
Roadway10 ; 15 SB	PT1	38	4058	59	248	59	115	59	4	59	0	0
	PT2	39										
Roadway11 ; 15 SB	PT1	40	4700	59	287	59	133	59	5	59	0	0
	PT2	41										
Roadway13 ; 15/40 SB	PT1	44	5802	58	453	58	214	58	0	0	0	0
	PT2	45	5802	58	453	58	214	58	0	0	0	0
	PT3	46	5802	58	453	58	214	58	0	0	0	0
	PT4	47	5802	58	453	58	214	58	0	0	0	0
	PT5	48	5802	58	453	58	214	58	0	0	0	0
	PT6	49	5802	58	453	58	214	58	0	0	0	0
	PT7	50										
Roadway14 ; 15/40 SB	PT1	51	3226	58	252	58	119	58	0	0	0	0
	PT2	52	3226	58	252	58	119	58	0	0	0	0
	PT3	53	3226	58	252	58	119	58	0	0	0	0
	PT4	54	3226	58	252	58	119	58	0	0	0	0
	PT5	55										
Roadway15 ; NB ON FR JEFF. ST	PT1	56	1132	30	46	30	22	30	0	0	0	0
	PT2	57	1132	30	46	30	22	30	0	0	0	0
	PT3	58	1132	30	46	30	22	30	0	0	0	0
	PT4	59	1132	30	46	30	22	30	0	0	0	0
	PT5	60	1132	30	46	30	22	30	0	0	0	0
	PT6	61	1132	30	46	30	22	30	0	0	0	0
	PT7	62	1132	30	46	30	22	30	0	0	0	0
	PT8	63										
Roadway16 ; NB OFF TO BD 144 EB	PT1	64	159	30	11	30	5	30	0	0	0	0
	PT2	65	159	30	11	30	5	30	0	0	0	0
	PT3	66	159	30	11	30	5	30	0	0	0	0
	PT4	67	159	30	11	30	5	30	0	0	0	0
	PT5	68	159	30	11	30	5	30	0	0	0	0
	PT6	69	159	30	11	30	5	30	0	0	0	0
	PT7	70	159	30	11	30	5	30	0	0	0	0
	PT8	71	159	30	11	30	5	30	0	0	0	0
	PT9	72	159	30	11	30	5	30	0	0	0	0
	PT10	73	159	30	11	30	5	30	0	0	0	0
	PT11	74										
Roadway17 ; NB ON FR MD 144	PT1	75	533	30	28	30	13	30	1	30	0	0
	PT2	76	533	30	28	30	13	30	1	30	0	0
	PT3	77	533	30	28	30	13	30	1	30	0	0
	PT4	78	533	30	28	30	13	30	1	30	0	0
	PT5	79	533	30	28	30	13	30	1	30	0	0
	PT6	80	533	30	28	30	13	30	1	30	0	0
	PT7	81	533	30	28	30	13	30	1	30	0	0
	PT8	82	533	30	28	30	13	30	1	30	0	0
	PT9	83	533	30	28	30	13	30	1	30	0	0

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	PT10	84	533	30	28	30	13	30	1	30	0	0
	PT11	85	533	30	28	30	13	30	1	30	0	0
	PT12	86	533	30	28	30	13	30	1	30	0	0
	PT13	87										
Roadway18 ; NB OFF TO MD 144 WB	PT1	88	2038	30	127	30	60	30	0	0	0	0
	PT2	89	2038	30	127	30	60	30	0	0	0	0
	PT3	90	2038	30	127	30	60	30	0	0	0	0
	PT4	91	2038	30	127	30	60	30	0	0	0	0
	PT5	92	2038	30	127	30	60	30	0	0	0	0
	PT6	93	2038	30	127	30	60	30	0	0	0	0
	PT7	94	2038	30	127	30	60	30	0	0	0	0
	PT8	95	2038	30	127	30	60	30	0	0	0	0
	PT9	96	2038	30	127	30	60	30	0	0	0	0
	PT10	97	2038	30	127	30	60	30	0	0	0	0
	PT11	98										
Roadway19 ; NB ON FR MD 144 WB	PT1	99	471	30	19	30	9	30	2	30	0	0
	PT2	100	471	30	19	30	9	30	2	30	0	0
	PT3	101	471	30	19	30	9	30	2	30	0	0
	PT4	102	471	30	19	30	9	30	2	30	0	0
	PT5	103	471	30	19	30	9	30	2	30	0	0
	PT6	104	471	30	19	30	9	30	2	30	0	0
	PT7	105										
Roadway20 ; NB OFF TO ROSEMONT	PT1	106	893	30	56	30	26	30	0	0	0	0
	PT2	107	893	30	56	30	26	30	0	0	0	0
	PT3	108	893	30	56	30	26	30	0	0	0	0
	PT4	109	893	30	56	30	26	30	0	0	0	0
	PT5	110	893	30	56	30	26	30	0	0	0	0
	PT6	111	893	30	56	30	26	30	0	0	0	0
	PT7	112										
Roadway21 ; NB ON FR ROSEMONT	PT1	113	315	30	7	30	4	30	0	0	0	0
	PT2	114	315	30	7	30	4	30	0	0	0	0
	PT3	115	315	30	7	30	4	30	0	0	0	0
	PT4	116	315	30	7	30	4	30	0	0	0	0
	PT5	117	315	30	7	30	4	30	0	0	0	0
	PT6	118	315	30	7	30	4	30	0	0	0	0
	PT7	119										
Roadway22 ; 2ND STREET	PT1	120	0	0	0	0	0	0	0	0	0	0
	PT2	121	0	0	0	0	0	0	0	0	0	0
	PT3	122	0	0	0	0	0	0	0	0	0	0
	PT4	123										
Roadway23 ; SB OFF TO ROSEMONT	PT1	124	91	30	6	30	3	30	0	0	0	0
	PT2	125	91	30	6	30	3	30	0	0	0	0
	PT3	126	91	30	6	30	3	30	0	0	0	0
	PT4	127	91	30	6	30	3	30	0	0	0	0
	PT5	128	91	30	6	30	3	30	0	0	0	0
	PT6	129	91	30	6	30	3	30	0	0	0	0
	PT7	130	91	30	6	30	3	30	0	0	0	0
	PT8	131										
Roadway24 ; SB ON FR ROSEMONT	PT1	132	967	30	37	30	19	30	1	30	0	0
	PT2	133	967	30	37	30	19	30	1	30	0	0

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	PT3	134	967	30	37	30	19	30	1	30	0	0
	PT4	135	967	30	37	30	19	30	1	30	0	0
	PT5	136										
Roadway25 ; ROSEMONT AVE	PT1	137	1582	30	45	30	23	30	0	0	0	0
	PT2	138										
Roadway26 ; ROSEMONT AVE	PT1	139	1582	30	45	30	23	30	0	0	0	0
	PT2	140										
Roadway27 ; ROSEMONT AVE	PT1	141	1797	30	65	30	34	30	4	30	0	0
	PT2	142	1797	30	65	30	34	30	4	30	0	0
	PT3	143	1797	30	65	30	34	30	4	30	0	0
	PT4	144										
Roadway28 ; SB OFF TO WB 40	PT1	145	799	30	48	30	22	30	1	30	0	0
	PT2	146	799	30	48	30	22	30	1	30	0	0
	PT3	147	799	30	48	30	22	30	1	30	0	0
	PT4	148	799	30	48	30	22	30	1	30	0	0
	PT5	149	799	30	48	30	22	30	1	30	0	0
	PT6	150										
Roadway29 ; SB ON FR WB 40	PT1	151	659	30	26	30	12	30	3	30	0	0
	PT2	152	659	30	26	30	12	30	3	30	0	0
	PT3	153	659	30	26	30	12	30	3	30	0	0
	PT4	154	659	30	26	30	12	30	3	30	0	0
	PT5	155	659	30	26	30	12	30	3	30	0	0
	PT6	156	659	30	26	30	12	30	3	30	0	0
	PT7	157	659	30	26	30	12	30	3	30	0	0
	PT8	158	659	30	26	30	12	30	3	30	0	0
	PT9	159										
Roadway30 ; SB ON TO EB 40	PT1	160	118	30	5	30	3	30	0	0	0	0
	PT2	161	118	30	5	30	3	30	0	0	0	0
	PT3	162	118	30	5	30	3	30	0	0	0	0
	PT4	163	118	30	5	30	3	30	0	0	0	0
	PT5	164	118	30	5	30	3	30	0	0	0	0
	PT6	165	118	30	5	30	3	30	0	0	0	0
	PT7	166	118	30	5	30	3	30	0	0	0	0
	PT8	167	118	30	5	30	3	30	0	0	0	0
	PT9	168										
Roadway31 ; WB 40	PT1	169	754	30	30	30	14	30	3	30	0	0
	PT2	170										
Roadway32 ; WB 40	PT1	171	2850	30	112	30	51	30	12	30	0	0
	PT2	172	2850	30	112	30	51	30	12	30	0	0
	PT3	173										
Roadway33 ; WB 40	PT1	174	2213	30	74	30	35	30	2	30	0	0
	PT2	175										
Roadway34 ; WB 40	PT1	176	3023	30	102	30	48	30	3	30	0	0
	PT2	177										
Roadway35 ; EB 40	PT1	178	1112	30	59	30	28	30	1	30	0	0
	PT2	179										
Roadway36 ; EB 40	PT1	180	1228	30	65	30	30	30	1	30	0	0
	PT2	181	1228	30	65	30	30	30	1	30	0	0
	PT3	182										
Roadway37 ; EB 40	PT1	183	692	30	37	30	17	30	4	30	0	0

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	PT2	184											
Roadway38 ; SB ON FR EB 40	PT1	185	1137	30	72	30	34	30	1	30	0	0	
	PT2	186	1137	30	72	30	34	30	1	30	0	0	
	PT3	187	1137	30	72	30	34	30	1	30	0	0	
	PT4	188	1137	30	72	30	34	30	1	30	0	0	
	PT5	189	1137	30	72	30	34	30	1	30	0	0	
	PT6	190	1137	30	72	30	34	30	1	30	0	0	
	PT7	191	1137	30	72	30	34	30	1	30	0	0	
	PT8	192											
Roadway39 ; SB OFF TO WB 15	PT1	193	2576	30	201	30	95	30	0	0	0	0	
	PT2	194	2576	30	201	30	95	30	0	0	0	0	
	PT3	195	2576	30	201	30	95	30	0	0	0	0	
	PT4	196	2576	30	201	30	95	30	0	0	0	0	
	PT5	197	2576	30	201	30	95	30	0	0	0	0	
	PT6	198	2576	30	201	30	95	30	0	0	0	0	
	PT7	199	2576	30	201	30	95	30	0	0	0	0	
	PT8	200	2576	30	201	30	95	30	0	0	0	0	
	point279	279											
Roadway40 ; APPLE AVE	PT1	201	0	0	0	0	0	0	0	0	0	0	
	PT2	202	0	0	0	0	0	0	0	0	0	0	
	PT3	203	0	0	0	0	0	0	0	0	0	0	
	PT4	204	0	0	0	0	0	0	0	0	0	0	
	PT5	205											
Roadway41 ; 15 NB (Bridge)	PT1	206	6999	59	494	59	232	59	0	0	0	0	
	PT2	207											
Roadway42 ; 15 NB	PT1	208	6999	59	494	59	232	59	0	0	0	0	
	PT2	209											
Roadway43 ; 15 SB (Bridge)	PT1	210	4700	59	287	59	133	59	5	59	0	0	
	PT2	211											
Roadway44 ; SB 15	PT1	212	4700	59	287	59	133	59	5	59	0	0	
	PT2	213											
Roadway45 ; NB 15	PT1	214	5496	59	342	59	162	59	0	0	0	0	
	PT2	215	5496	59	342	59	162	59	0	0	0	0	
	PT3	229	5496	59	342	59	162	59	0	0	0	0	
	PT4	230	5496	59	342	59	162	59	0	0	0	0	
	PT5	231	5496	59	342	59	162	59	0	0	0	0	
	PT6	232	5496	59	342	59	162	59	0	0	0	0	
	PT7	233	5496	59	342	59	162	59	0	0	0	0	
	PT8	234	5496	59	342	59	162	59	0	0	0	0	
	PT9	235											
Roadway46 ; 15 NB (Bridge)	PT1	216	5496	59	342	59	162	59	0	0	0	0	
	PT2	217											
Roadway47 ; NB 15	PT1	218	5496	59	342	59	162	59	0	0	0	0	
	PT2	219											
Roadway48 ; 15 SB	PT1	220	3963	59	252	59	135	59	0	0	0	0	
	PT2	221	3963	59	252	59	135	59	0	0	0	0	
	PT3	222	3963	59	252	59	135	59	0	0	0	0	
	PT4	223	3963	59	252	59	135	59	0	0	0	0	
	PT5	224											
Roadway49 ; 15 SB (Bridge)	PT1	225	3963	59	252	59	135	59	0	0	0	0	

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	PT2	226											
Roadway50 ; 15 SB	PT1	227	3963	59	252	59	135	59	0	0	0	0	0
	PT2	228											
Roadway51; SB 270	point246	246	4480	59	350	59	165	59	0	0	0	0	0
	point247	247											
Rd52; Ramo fr eb15 to 15/40 NB	point248	248	2070	30	112	30	54	30	0	0	0	0	0
	point249	249	2070	30	112	30	54	30	0	0	0	0	0
	point250	250	2070	30	112	30	54	30	0	0	0	0	0
	point251	251	2070	30	112	30	54	30	0	0	0	0	0
	point252	252	2070	30	112	30	54	30	0	0	0	0	0
	point253	253	2070	30	112	30	54	30	0	0	0	0	0
	point254	254	2070	30	112	30	54	30	0	0	0	0	0
	point255	255	2070	30	112	30	54	30	0	0	0	0	0
	point256	256	2070	30	112	30	54	30	0	0	0	0	0
	point257	257	2070	30	112	30	54	30	0	0	0	0	0
	point258	258	2070	30	112	30	54	30	0	0	0	0	0
	point259	259	2070	30	112	30	54	30	0	0	0	0	0
	point260	260	2070	30	112	30	54	30	0	0	0	0	0
	point261	261	2070	30	112	30	54	30	0	0	0	0	0
	point262	262	2070	30	112	30	54	30	0	0	0	0	0
	point263	263	2070	30	112	30	54	30	0	0	0	0	0
	point264	264	2070	30	112	30	54	30	0	0	0	0	0
	point265	265	2070	30	112	30	54	30	0	0	0	0	0
	point266	266											
Rd 53; Ramp fr eb15 to 15/40 NB	point267	267	2070	30	112	30	54	30	0	0	0	0	0
	point268	268	2070	30	112	30	54	30	0	0	0	0	0
	point269	269	2070	30	112	30	54	30	0	0	0	0	0
	point270	270	2070	30	112	30	54	30	0	0	0	0	0
	point271	271	2070	30	112	30	54	30	0	0	0	0	0
	point272	272	2070	30	112	30	54	30	0	0	0	0	0
	point273	273	2070	30	112	30	54	30	0	0	0	0	0
	point274	274	2070	30	112	30	54	30	0	0	0	0	0
	point275	275	2070	30	112	30	54	30	0	0	0	0	0
	point276	276	2070	30	112	30	54	30	0	0	0	0	0
	point277	277	2070	30	112	30	54	30	0	0	0	0	0
	point278	278											
Rd 54; WB 15 Over 270	point280	280	0	0	0	0	0	0	0	0	0	0	0
	point281	281											
Rd 55, WB 15	point282	282	0	0	0	0	0	0	0	0	0	0	0
	point283	283											
Rd 56; WB 15 to On Fr 270	point284	284	0	0	0	0	0	0	0	0	0	0	0
	point285	285	0	0	0	0	0	0	0	0	0	0	0
	point286	286	0	0	0	0	0	0	0	0	0	0	0
	point287	287											
Rd 57; WBB 15 Fr On Fr SB 270	point288	288	0	0	0	0	0	0	0	0	0	0	0
	point289	289	0	0	0	0	0	0	0	0	0	0	0
	point290	290	0	0	0	0	0	0	0	0	0	0	0
	point291	291	0	0	0	0	0	0	0	0	0	0	0
	point292	292											
Rd 58; WB 15/40	point293	293	0	0	0	0	0	0	0	0	0	0	0

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	point294	294	0	0	0	0	0	0	0	0	0	0	0
	point295	295	0	0	0	0	0	0	0	0	0	0	0
	point296	296	0	0	0	0	0	0	0	0	0	0	0
	point297	297	0	0	0	0	0	0	0	0	0	0	0
	point298	298	0	0	0	0	0	0	0	0	0	0	0
	point299	299	0	0	0	0	0	0	0	0	0	0	0
	point300	300											
Rd 59; SB On Ramp Fr WB 15/40	point301	301	0	0	0	0	0	0	0	0	0	0	0
	point302	302	0	0	0	0	0	0	0	0	0	0	0
	point303	303	0	0	0	0	0	0	0	0	0	0	0
	point304	304	0	0	0	0	0	0	0	0	0	0	0
	point305	305	0	0	0	0	0	0	0	0	0	0	0
	point306	306	0	0	0	0	0	0	0	0	0	0	0
	point307	307	0	0	0	0	0	0	0	0	0	0	0
	point308	308	0	0	0	0	0	0	0	0	0	0	0
	point309	309	0	0	0	0	0	0	0	0	0	0	0
	point310	310	0	0	0	0	0	0	0	0	0	0	0
	point311	311	0	0	0	0	0	0	0	0	0	0	0
	point312	312											
Rd 60; SB 270 Under 15/40	point313	313	0	0	0	0	0	0	0	0	0	0	0
	point314	314											
Rd 61; EB 15/40 to off to SB 270	point315	315	0	0	0	0	0	0	0	0	0	0	0
	point316	316	0	0	0	0	0	0	0	0	0	0	0
	point317	317	0	0	0	0	0	0	0	0	0	0	0
	point318	318											
Rd 62; EB 15/40 to On Fr SB 270	point319	319	0	0	0	0	0	0	0	0	0	0	0
	point320	320	0	0	0	0	0	0	0	0	0	0	0
	point321	321	0	0	0	0	0	0	0	0	0	0	0
	point322	322	0	0	0	0	0	0	0	0	0	0	0
	point323	323											
Rd 63; Ramp Fr EB 15/40 to SB 270	point324	324	0	0	0	0	0	0	0	0	0	0	0
	point325	325	0	0	0	0	0	0	0	0	0	0	0
	point326	326	0	0	0	0	0	0	0	0	0	0	0
	point327	327	0	0	0	0	0	0	0	0	0	0	0
	point328	328	0	0	0	0	0	0	0	0	0	0	0
	point329	329	0	0	0	0	0	0	0	0	0	0	0
	point330	330	0	0	0	0	0	0	0	0	0	0	0
	point331	331	0	0	0	0	0	0	0	0	0	0	0
	point332	332											
Rd 64; SB Off Ramp (270 to 15/40)	point333	333	0	0	0	0	0	0	0	0	0	0	0
	point334	334	0	0	0	0	0	0	0	0	0	0	0
	point335	335	0	0	0	0	0	0	0	0	0	0	0
	point336	336	0	0	0	0	0	0	0	0	0	0	0
	point337	337	0	0	0	0	0	0	0	0	0	0	0
	point338	338	0	0	0	0	0	0	0	0	0	0	0
	point339	339	0	0	0	0	0	0	0	0	0	0	0
	point340	340	0	0	0	0	0	0	0	0	0	0	0
	point341	341	0	0	0	0	0	0	0	0	0	0	0
	point342	342	0	0	0	0	0	0	0	0	0	0	0
	point343	343	0	0	0	0	0	0	0	0	0	0	0

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		point344	344										
Rd 66; 15/40 NB From Flyover on		point239	345	6636	59	469	59	220	59	0	0	0	0
		point240	346	6636	59	469	59	220	59	0	0	0	0
		point241	347	6636	59	469	59	220	59	0	0	0	0
		point242	348	6636	59	469	59	220	59	0	0	0	0
		point243	349	6636	59	469	59	220	59	0	0	0	0
		point244	350										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_P43-47 **Alternative 7 PM Receptors H-43 to H-47**

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks		HTrucks		Buses		Motorcycles	
			V	S		V	S	V	S	V	S	V	S
			veh/hr	mph		veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1; 15 NB	PT1	1	4452	59		315	59	158	59	0	0	0	0
	PT2	2	4452	59		315	59	158	59	0	0	0	0
	PT3	3	4452	59		315	59	158	59	0	0	0	0
	PT4	4											
Roadway2; 15 NB	PT1	5	5221	59		370	59	185	59	0	0	0	0
	PT2	6	5221	59		370	59	185	59	0	0	0	0
	PT3	7	5221	59		370	59	185	59	0	0	0	0
	PT4	8											
Roadway3; 15 NB	PT1	9	3861	59		271	59	168	59	0	0	0	0
	PT2	10	3861	59		271	59	168	59	0	0	0	0
	PT3	11	3861	59		271	59	168	59	0	0	0	0
	PT4	12											
Roadway4; 15 NB	PT1	13	4468	59		313	59	194	59	0	0	0	0
	PT2	14	4468	59		313	59	194	59	0	0	0	0
	PT3	15	4468	59		313	59	194	59	0	0	0	0
	PT4	16	4468	59		313	59	194	59	0	0	0	0
	PT5	17	4468	59		313	59	194	59	0	0	0	0
	PT6	18											
Rd 5; 15 SB	PT1	19	2388	60		162	60	98	60	3	60	0	0
	PT2	20											
Roadway6; 15 nb	PT1	21	4198	59		295	59	182	59	0	0	0	0
	PT2	22	4198	59		295	59	182	59	0	0	0	0
	PT3	23											
Roadway7; 15 NB (Bridge)	PT1	24	4198	59		295	59	182	59	0	0	0	0
	PT2	25											
Roadway8; 15 NB	PT1	26	4198	59		295	59	182	59	0	0	0	0
	PT2	27											
Roadway9; 15 SB	PT1	28	2388	60		162	60	98	60	3	60	0	0
	PT2	29											
Roadway10; 15 SB	PT1	30	2388	60		162	60	98	60	3	60	0	0
	PT2	31	2388	60		162	60	98	60	3	60	0	0
	PT3	32	2388	60		162	60	98	60	3	60	0	0
	PT4	33	2388	60		162	60	98	60	3	60	0	0
	PT5	34											
Roadway11; 15 SB	PT5	173	2861	59		194	59	117	59	3	59	0	0
	PT6	172	2861	59		194	59	117	59	3	59	0	0

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	PT1	37	2861	59	194	59	117	59	3	59	0	0
	PT2	38	2861	59	194	59	117	59	3	59	0	0
	PT3	39										
Roadway12; 15 SB	PT1	40	2472	59	166	59	84	59	3	59	0	0
	PT2	41	2472	59	166	59	84	59	3	59	0	0
	PT3	42										
Roadway13;15 SB	PT1	43	3537	59	238	59	121	59	4	59	0	0
	PT2	44	3537	59	238	59	121	59	4	59	0	0
	PT3	45										
Roadway15; 15 SB	PT1	49	3084	59	207	59	105	59	3	59	0	0
	PT2	50	3084	59	207	59	105	59	3	59	0	0
	PT3	51	3084	59	207	59	105	59	3	59	0	0
	PT4	52										
Roadway16; NB OFF TO W 7TH ST.	PT1	53	388	30	24	30	13	30	0	0	0	0
	PT2	54	388	30	24	30	13	30	0	0	0	0
	PT3	55	388	30	24	30	13	30	0	0	0	0
	PT4	56	388	30	24	30	13	30	0	0	0	0
	PT5	57	388	30	24	30	13	30	0	0	0	0
	PT6	58	388	30	24	30	13	30	0	0	0	0
	PT7	59	388	30	24	30	13	30	0	0	0	0
	PT8	60										
Roadway17; NB ON FROM W 7TH ST.	PT1	61	800	30	33	30	17	30	0	0	0	0
	PT2	62	800	30	33	30	17	30	0	0	0	0
	PT3	63	800	30	33	30	17	30	0	0	0	0
	PT4	64	800	30	33	30	17	30	0	0	0	0
	PT5	65	800	30	33	30	17	30	0	0	0	0
	PT6	66	800	30	33	30	17	30	0	0	0	0
	PT7	67	800	30	33	30	17	30	0	0	0	0
	PT8	68	800	30	33	30	17	30	0	0	0	0
	PT9	69										
Roadway18; SB OFF TO W 7TH	PT1	70	476	30	32	30	16	30	1	30	0	0
	PT2	71	476	30	32	30	16	30	1	30	0	0
	PT3	72	476	30	32	30	16	30	1	30	0	0
	PT4	73	476	30	32	30	16	30	1	30	0	0
	PT5	74	476	30	32	30	16	30	1	30	0	0
	PT6	75	476	30	32	30	16	30	1	30	0	0
	PT7	76	476	30	32	30	16	30	1	30	0	0
	PT8	77	476	30	32	30	16	30	1	30	0	0
	PT9	78	476	30	32	30	16	30	1	30	0	0
	PT10	79										
Roadway19; SB ON FROM W 7TH	PT1	80	922	30	17	30	10	30	0	0	0	0
	PT2	81	922	30	17	30	10	30	0	0	0	0
	PT3	82	922	30	17	30	10	30	0	0	0	0
	PT4	83	922	30	17	30	10	30	0	0	0	0
	PT5	84	922	30	17	30	10	30	0	0	0	0
	PT6	85	922	30	17	30	10	30	0	0	0	0
	PT7	86	922	30	17	30	10	30	0	0	0	0
	PT8	87	922	30	17	30	10	30	0	0	0	0
	PT9	88	922	30	17	30	10	30	0	0	0	0
	PT10	89	922	30	17	30	10	30	0	0	0	0

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	PT11	90											
Roadway20; NB OFF TO MOTTER AVE	PT1	91	1325	30	93	30	56	30	0	0	0	0	0
	PT2	92	1325	30	93	30	56	30	0	0	0	0	0
	PT3	93	1325	30	93	30	56	30	0	0	0	0	0
	PT4	94	1325	30	93	30	56	30	0	0	0	0	0
	PT5	95	1325	30	93	30	56	30	0	0	0	0	0
	PT6	96	1325	30	93	30	56	30	0	0	0	0	0
	PT7	97	1325	30	93	30	56	30	0	0	0	0	0
	PT8	98	1325	30	93	30	56	30	0	0	0	0	0
	PT9	99	1325	30	93	30	56	30	0	0	0	0	0
	PT10	100	1325	30	93	30	56	30	0	0	0	0	0
	PT11	101	1325	30	93	30	56	30	0	0	0	0	0
	PT12	102	1325	30	93	30	56	30	0	0	0	0	0
	PT13	103											
Roadway21; NB ON FROM MOTTER	PT1	104	652	30	14	30	9	30	0	0	0	0	0
	PT2	105	652	30	14	30	9	30	0	0	0	0	0
	PT3	106	652	30	14	30	9	30	0	0	0	0	0
	PT4	107	652	30	14	30	9	30	0	0	0	0	0
	PT5	108	652	30	14	30	9	30	0	0	0	0	0
	PT6	109	652	30	14	30	9	30	0	0	0	0	0
	PT7	110	652	30	14	30	9	30	0	0	0	0	0
	PT8	111	652	30	14	30	9	30	0	0	0	0	0
	PT9	112	652	30	14	30	9	30	0	0	0	0	0
	PT10	113	652	30	14	30	9	30	0	0	0	0	0
	PT11	114	652	30	14	30	9	30	0	0	0	0	0
	PT12	115	652	30	14	30	9	30	0	0	0	0	0
	PT13	116											
Roadway22; SB OFF TO OPOSSUM	PT1	117	383	30	26	30	16	30	0	0	0	0	0
	PT2	118	383	30	26	30	16	30	0	0	0	0	0
	PT3	119	383	30	26	30	16	30	0	0	0	0	0
	PT4	120	383	30	26	30	16	30	0	0	0	0	0
	PT5	121	383	30	26	30	16	30	0	0	0	0	0
	PT6	122	383	30	26	30	16	30	0	0	0	0	0
	PT7	123	383	30	26	30	16	30	0	0	0	0	0
	PT8	124	383	30	26	30	16	30	0	0	0	0	0
	PT9	125	383	30	26	30	16	30	0	0	0	0	0
	PT10	126	383	30	26	30	16	30	0	0	0	0	0
	PT11	127	383	30	26	30	16	30	0	0	0	0	0
	PT12	128											
Roadway23; SB ON FR OPOSSUM	PT1	129	1148	30	18	30	11	30	0	0	0	0	0
	PT2	130	1148	30	18	30	11	30	0	0	0	0	0
	PT3	131	1148	30	18	30	11	30	0	0	0	0	0
	PT4	132	1148	30	18	30	11	30	0	0	0	0	0
	PT5	133	1148	30	18	30	11	30	0	0	0	0	0
	PT6	134	1148	30	18	30	11	30	0	0	0	0	0
	PT7	135	1148	30	18	30	11	30	0	0	0	0	0
	PT8	136	1148	30	18	30	11	30	0	0	0	0	0
	PT9	137	1148	30	18	30	11	30	0	0	0	0	0
	PT10	138	1148	30	18	30	11	30	0	0	0	0	0
	PT11	139	1148	30	18	30	11	30	0	0	0	0	0

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	PT12	140	1148	30	18	30	11	30	0	0	0	0
	PT13	141										
Roadway25; MPTTER AVE	PT1	142	1451	30	32	30	18	30	0	0	0	0
	PT2	143										
Roadway26; MOTTER AVE	PT1	144	1451	30	32	30	18	30	0	0	0	0
	PT2	145										
Roadway27; MOTTER AVE	PT1	146	3214	30	53	30	33	30	0	0	0	0
	PT2	147										
Roadway28; MOTTER AVE	PT1	148	3214	30	53	30	33	30	0	0	0	0
	PT2	149										
Roadway29; MOTTER AVE	PT1	150	3214	30	53	30	33	30	0	0	0	0
	PT2	151										
Roadway30; WB 40	point152	152	482	55	17	55	25	55	1	55	0	0
	point153	153	482	55	17	55	25	55	1	55	0	0
	point154	154										
Roadway31; WB 40 RAMP TO SB 15	point155	155	482	55	17	55	25	55	1	55	0	0
	point156	156	482	55	17	55	25	55	1	55	0	0
	point157	157	482	55	17	55	25	55	1	55	0	0
	point158	158	482	55	17	55	25	55	1	55	0	0
	point159	159	482	55	17	55	25	55	1	55	0	0
	point160	160	482	55	17	55	25	55	1	55	0	0
	point161	161	482	55	17	55	25	55	1	55	0	0
	point162	162	482	55	17	55	25	55	1	55	0	0
	point163	163	482	55	17	55	25	55	1	55	0	0
	point164	164	482	55	17	55	25	55	1	55	0	0
	point165	165	482	55	17	55	25	55	1	55	0	0
	point166	166	482	55	17	55	25	55	1	55	0	0
	point167	167	482	55	17	55	25	55	1	55	0	0
	point168	168	482	55	17	55	25	55	1	55	0	0
	point169	169	482	55	17	55	25	55	1	55	0	0
	point170	170										
Roadway32; nNB OFF TO MD 26	point174	174	269	30	19	30	12	30	0	0	0	0
	point175	175	269	30	19	30	12	30	0	0	0	0
	point176	176	269	30	19	30	12	30	0	0	0	0
	point177	177	269	30	19	30	12	30	0	0	0	0
	point178	178	269	30	19	30	12	30	0	0	0	0
	point179	179	269	30	19	30	12	30	0	0	0	0
	point180	180	269	30	19	30	12	30	0	0	0	0
	point181	181	269	30	19	30	12	30	0	0	0	0
	point182	182	269	30	19	30	12	30	0	0	0	0
	point183	183										
Roadway33; NB ON RAMP FR MD 26	point184	184	46	30	2	30	2	30	0	0	0	0
	point185	185	46	30	2	30	2	30	0	0	0	0
	point186	186	46	30	2	30	2	30	0	0	0	0
	point187	187	46	30	2	30	2	30	0	0	0	0
	point188	188	46	30	2	30	2	30	0	0	0	0
	point189	189	46	30	2	30	2	30	0	0	0	0
	point190	190	46	30	2	30	2	30	0	0	0	0
	point191	191	46	30	2	30	2	30	0	0	0	0
	point192	192										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_P48-51 **Alternative 7 PM Receptors H-48 to H-51**

Roadway	Points												
Name	Name	No.	Segment										
			Autos			MTrucks				HTrucks		Buses	Motorcycles
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Roadway1; NB 15	PT1	1	4147	57	22	57	309	57	0	0	0	0	
	PT2	2											
Roadway2; NB 15	PT1	3	4191	57	22	57	312	57	0	0	0	0	
	PT2	4	4191	57	22	57	312	57	0	0	0	0	
	PT3	5	4191	57	22	57	312	57	0	0	0	0	
	PT4	6	4191	57	22	57	312	57	0	0	0	0	
	PT5	7	4191	57	22	57	312	57	0	0	0	0	
	PT6	8	4191	57	22	57	312	57	0	0	0	0	
	PT2	23											
Roadway3; NB 15	PT1	9	3814	57	202	57	284	57	0	0	0	0	
	PT2	10	3814	57	202	57	284	57	0	0	0	0	
	PT3	11	3814	57	202	57	284	57	0	0	0	0	
	PT4	12	3814	57	202	57	284	57	0	0	0	0	
	PT2	21	3814	57	202	57	284	57	0	0	0	0	
	PT3	22											
Roadway4; NB 15	PT1	13	4235	57	224	57	315	57	0	0	0	0	
	PT2	14	4235	57	224	57	315	57	0	0	0	0	
	PT3	15	4235	57	224	57	315	57	0	0	0	0	
	PT4	16											
Roadway5; NB 15	PT1	17	4235	57	224	57	315	57	0	0	0	0	
	PT2	18	4235	57	224	57	315	57	0	0	0	0	
	PT3	19	4235	57	224	57	315	57	0	0	0	0	
	PT4	20											
Roadway6; SB 15	PT1	24	2173	57	113	57	162	57	0	0	0	0	
	PT2	25	2173	57	113	57	162	57	0	0	0	0	
	PT3	26	2173	57	113	57	162	57	0	0	0	0	
	PT4	27											
Roadway7; SB 15	PT1	28	2173	57	113	57	162	57	0	0	0	0	
	PT2	29	2173	57	113	57	162	57	0	0	0	0	
	PT3	30	2173	57	113	57	162	57	0	0	0	0	
	PT4	31	2173	57	113	57	162	57	0	0	0	0	
	PT5	32	2173	57	113	57	162	57	0	0	0	0	
	PT6	33	2173	57	113	57	162	57	0	0	0	0	
	PT2	34											
Roadway8; SB 15	PT1	35	1885	57	98	57	140	57	0	0	0	0	
	PT2	36	1885	57	98	57	140	57	0	0	0	0	

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	PT2	41	1885	57	98	57	140	57	0	0	0	0
	PT3	42	1885	57	98	57	140	57	0	0	0	0
	PT4	43										
Roadway9; SB 15	PT1	37	2351	60	122	60	175	60	0	0	0	0
	PT2	38	2351	60	122	60	175	60	0	0	0	0
	PT2	39	2351	60	122	60	175	60	0	0	0	0
	PT3	40	2351	60	122	60	175	60	0	0	0	0
	PT4	44	2351	60	122	60	175	60	0	0	0	0
	PT5	45	2351	60	122	60	175	60	0	0	0	0
	PT6	46	2351	60	122	60	175	60	0	0	0	0
	PT7	47	2351	60	122	60	175	60	0	0	0	0
	PT8	48										
Roadway10; SB 15	PT1	49	2351	60	122	60	175	60	0	0	0	0
	PT2	50										
Roadway11; NB On Fr MD26	point142	51	46	30	2	30	2	30	0	0	0	0
	point141	52	46	30	2	30	2	30	0	0	0	0
	point140	53	46	30	2	30	2	30	0	0	0	0
	point139	54	46	30	2	30	2	30	0	0	0	0
	point138	112	46	30	2	30	2	30	0	0	0	0
	point137	113	46	30	2	30	2	30	0	0	0	0
	point136	114	46	30	2	30	2	30	0	0	0	0
	point135	115	46	30	2	30	2	30	0	0	0	0
	point134	116	46	30	2	30	2	30	0	0	0	0
	point133	117	46	30	2	30	2	30	0	0	0	0
	point132	118	46	30	2	30	2	30	0	0	0	0
	point131	119	46	30	2	30	2	30	0	0	0	0
	PT1	120	46	30	2	30	2	30	0	0	0	0
	PT2	121	46	30	2	30	2	30	0	0	0	0
	PT3	122	46	30	2	30	2	30	0	0	0	0
	PT4	123										
Roadway12; NB OFF TO TRADING	PT1	55	377	30	20	30	28	30	0	0	0	0
	PT2	56	377	30	20	30	28	30	0	0	0	0
	PT3	57	377	30	20	30	28	30	0	0	0	0
	PT4	58	377	30	20	30	28	30	0	0	0	0
	PT5	59										
Roadway13; NB CROSS TRADING	PT1	60	222	30	12	30	17	30	0	0	0	0
	PT2	61										
Roadway14; NB ON FROM TRADING	PT1	62	435	30	17	30	24	30	0	0	0	0
	PT2	63	435	30	17	30	24	30	0	0	0	0
	PT3	64	435	30	17	30	24	30	0	0	0	0
	PT4	65	435	30	17	30	24	30	0	0	0	0
	PT5	66	435	30	17	30	24	30	0	0	0	0
	PT6	67	435	30	17	30	24	30	0	0	0	0
	PT7	68	435	30	17	30	24	30	0	0	0	0
	PT8	69	435	30	17	30	24	30	0	0	0	0
	PT9	70	435	30	17	30	24	30	0	0	0	0
	PT10	71										
Roadway15; SB OFF TO TRADING	PT1	72	288	30	15	30	21	30	0	0	0	0
	PT2	73	288	30	15	30	21	30	0	0	0	0
	PT3	74	288	30	15	30	21	30	0	0	0	0

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	PT4	75	288	30	15	30	21	30	0	0	0	0
	PT5	76	288	30	15	30	21	30	0	0	0	0
	PT6	77										
Roadway16; SB CROSS TRADING	PT1	78	67	30	4	30	5	30	0	0	0	0
	PT2	79										
Roadway17; SB OFF TO TRADING	PT1	80	477	30	19	30	28	30	1	30	0	0
	PT2	81	477	30	19	30	28	30	1	30	0	0
	PT3	82	477	30	19	30	28	30	1	30	0	0
	PT4	83	477	30	19	30	28	30	1	30	0	0
	PT5	84	477	30	19	30	28	30	1	30	0	0
	PT6	85	477	30	19	30	28	30	1	30	0	0
	PT7	86										
Roadway18; EB TRADING LANE	PT1	87	1432	30	58	30	83	30	0	0	0	0
	PT2	88										
Roadway19; EB TRADING LANE	PT1	89	932	30	38	30	54	30	0	0	0	0
	PT2	90	932	30	38	30	54	30	0	0	0	0
	PT2	91	932	30	38	30	54	30	0	0	0	0
	PT2	92										
Roadway20; EB TRADING LANE	PT1	93	1091	30	44	30	64	30	1	30	0	0
	PT2	94										
Roadway21; WB TRADING LANE	PT1	95	366	30	14	30	20	30	0	0	0	0
	PT2	96										
Roadway22; WB TRADING LANE	PT1	97	183	30	7	30	10	30	0	0	0	0
	PT2	98	183	30	7	30	10	30	0	0	0	0
	PT2	99	183	30	7	30	10	30	0	0	0	0
	PT2	100										
Roadway23; WB TRADING LANE	PT1	101	482	30	18	30	24	30	1	30	0	0
	PT2	102										
Roadway24; Willow Rd	PT1	103	0	0	0	0	0	0	0	0	0	0
	PT2	104	0	0	0	0	0	0	0	0	0	0
	PT3	105	0	0	0	0	0	0	0	0	0	0
	PT4	106	0	0	0	0	0	0	0	0	0	0
	PT5	107	0	0	0	0	0	0	0	0	0	0
	PT6	108	0	0	0	0	0	0	0	0	0	0
	PT7	109										
Roadway25; Willow Rd @ 15	PT1	110	0	0	0	0	0	0	0	0	0	0
	PT2	111										

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PB
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TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

I-270

RUN:

BD2_P52-53

Alternative 7 PM Receptors H-52 to H-53

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; 15 NB To Briggs Ford Rd	PT1	1	2939	57	160	57	226	57	0	0	0	0	0
	PT2	2	2939	57	160	57	226	57	0	0	0	0	0
	PT3	3	2939	57	160	57	226	57	0	0	0	0	0
	PT4	4	2939	57	160	57	226	57	0	0	0	0	0
	PT5	5	2939	57	160	57	226	57	0	0	0	0	0
	point93	93	2939	57	160	57	226	57	0	0	0	0	0
	point94	94	2939	57	160	57	226	57	0	0	0	0	0
	point95	95	2939	57	160	57	226	57	0	0	0	0	0
	point100	100											
Roadway2 ; 15 NB	PT1	6	3205	57	174	57	247	57	0	0	0	0	0
	PT2	7	3205	57	174	57	247	57	0	0	0	0	0
	PT3	8	3205	57	174	57	247	57	0	0	0	0	0
	point96	96	3205	57	174	57	247	57	0	0	0	0	0
	point97	97											
Roadway3 ; NB 15	PT1	9	3205	57	174	57	247	57	0	0	0	0	0
	PT2	10	3205	57	174	57	247	57	0	0	0	0	0
	PT3	11	3205	57	174	57	247	57	0	0	0	0	0
	PT4	12	3205	57	174	57	247	57	0	0	0	0	0
	PT5	13	3205	57	174	57	247	57	0	0	0	0	0
	point98	98	3205	57	174	57	247	57	0	0	0	0	0
	point99	99											
Roadway4 ; SB 15	PT1	14	1905	57	101	57	144	57	0	0	0	0	0
	PT2	15	1905	57	101	57	144	57	0	0	0	0	0
	PT3	16	1905	57	101	57	144	57	0	0	0	0	0
	PT4	17	1905	57	101	57	144	57	0	0	0	0	0
	PT5	18											
Roadway5 ; 15 SB	PT1	19	1794	57	95	57	136	57	0	0	0	0	0
	PT2	20	1794	57	95	57	136	57	0	0	0	0	0
	PT3	21	1794	57	95	57	136	57	0	0	0	0	0
	PT4	22	1794	57	95	57	136	57	0	0	0	0	0
	point101	101	1794	57	95	57	136	57	0	0	0	0	0
	point102	102	1794	57	95	57	136	57	0	0	0	0	0
	point103	103	1794	57	95	57	136	57	0	0	0	0	0

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	point104	104	1794	57	95	57	136	57	0	0	0	0
	point105	105	1794	57	95	57	136	57	0	0	0	0
	point106	106	1794	57	95	57	136	57	0	0	0	0
	point107	107	1794	57	95	57	136	57	0	0	0	0
	point108	108	1794	57	95	57	136	57	0	0	0	0
	point109	109	1794	57	95	57	136	57	0	0	0	0
	point110	110										
Roadway7 ; NB OFF TO GRIGGS FORD	PT1	29	1282	30	70	30	99	30	0	0	0	0
	PT2	30	1282	30	70	30	99	30	0	0	0	0
	PT3	31	1282	30	70	30	99	30	0	0	0	0
	PT4	32	1282	30	70	30	99	30	0	0	0	0
	PT5	33	1282	30	70	30	99	30	0	0	0	0
	PT6	34	1282	30	70	30	99	30	0	0	0	0
	PT7	35	1282	30	70	30	99	30	0	0	0	0
	PT8	36	1282	30	70	30	99	30	0	0	0	0
	PT9	37	1282	30	70	30	99	30	0	0	0	0
	PT10	38	1282	30	70	30	99	30	0	0	0	0
	PT11	39	1282	30	70	30	99	30	0	0	0	0
	PT12	40										
Roadway8 ; NB ON FR GRIGGS FORD	PT1	41	275	30	11	30	15	30	0	0	0	0
	PT2	42	275	30	11	30	15	30	0	0	0	0
	PT3	43	275	30	11	30	15	30	0	0	0	0
	PT4	44	275	30	11	30	15	30	0	0	0	0
	PT5	45	275	30	11	30	15	30	0	0	0	0
	PT6	46	275	30	11	30	15	30	0	0	0	0
	PT7	47	275	30	11	30	15	30	0	0	0	0
	PT8	48	275	30	11	30	15	30	0	0	0	0
	PT9	49	275	30	11	30	15	30	0	0	0	0
	PT10	50	275	30	11	30	15	30	0	0	0	0
	PT11	51	275	30	11	30	15	30	0	0	0	0
	PT12	52	275	30	11	30	15	30	0	0	0	0
	PT13	53										
Roadway9 ; SB OFF	PT1	54	111	30	6	30	8	30	0	0	0	0
	PT2	55	111	30	6	30	8	30	0	0	0	0
	PT3	56	111	30	6	30	8	30	0	0	0	0
	PT4	57	111	30	6	30	8	30	0	0	0	0
	PT5	58	111	30	6	30	8	30	0	0	0	0
	PT6	59	111	30	6	30	8	30	0	0	0	0
	PT7	60	111	30	6	30	8	30	0	0	0	0
	PT8	61										
Roadway10 ; SB ON	PT1	62	389	30	15	30	21	30	0	0	0	0
	PT2	63	389	30	15	30	21	30	0	0	0	0
	PT3	64	389	30	15	30	21	30	0	0	0	0
	PT4	65	389	30	15	30	21	30	0	0	0	0
	PT5	66	389	30	15	30	21	30	0	0	0	0
	PT6	67	389	30	15	30	21	30	0	0	0	0
	PT7	68	389	30	15	30	21	30	0	0	0	0
	PT8	69										

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Roadway11 ; BRIGGS FORD RD	PT1	70	1076	30	41	30	58	30	0	0	0	0
	PT2	71	1076	30	41	30	58	30	0	0	0	0
	PT3	72										
Roadway12 ; BROGGS FORD (Br)	PT1	73	1076	30	41	30	58	30	0	0	0	0
	PT2	74										
Roadway13 ; BRIGGS FORD RD	PT1	75	1076	30	41	30	58	30	0	0	0	0
	PT2	76	1076	30	41	30	58	30	0	0	0	0
	PT3	77	1076	30	41	30	58	30	0	0	0	0
	PT4	78										
Roadway14 ; BRIGGS FORD RD	PT1	79	1077	30	40	30	58	30	0	0	0	0
	PT2	80										
Roadway15 ; BRIGGS FORD RD	PT1	81	2270	30	84	30	121	30	0	0	0	0
	PT2	82										
Roadway16 ; SUNDAY LANE	PT1	83	0	0	0	0	0	0	0	0	0	0
	PT2	84										
Roadway17 ; SUNDAY LANE	PT1	85	0	0	0	0	0	0	0	0	0	0
	PT2	86										
Roadway18 ; SUN LA TO SB OFF RAMP	PT1	87	0	0	0	0	0	0	0	0	0	0
	PT2	88										
Roadway19 ; SB OFF TO BRIGGS FORD	PT1	89	0	0	0	0	0	0	0	0	0	0
	PT2	90	0	0	0	0	0	0	0	0	0	0
	PT3	91										
Rd 20; Briggs Ford Rd	point111	111	0	0	0	0	0	0	0	0	0	0
	point112	112	0	0	0	0	0	0	0	0	0	0
	point113	113	0	0	0	0	0	0	0	0	0	0
	point114	114	0	0	0	0	0	0	0	0	0	0
	point115	115	0	0	0	0	0	0	0	0	0	0
	point116	116										

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PB
DF

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: I-270

RUN: BD2_P54-55 **Alternative 7 PM Receptors H-54 to H-55**

Roadway Name	Points Name	No.	Segment										
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1 ; LEWISDALE RD	PT1	1	240	30	10	30	0	0	0	0	0	0	0
	PT2	2	240	30	10	30	0	0	0	0	0	0	0
	PT3	3	240	30	10	30	0	0	0	0	0	0	0
	PT4	4	240	30	10	30	0	0	0	0	0	0	0
	PT5	5	240	30	10	30	0	0	0	0	0	0	0
	PT6	6	240	30	10	30	0	0	0	0	0	0	0
	PT7	7	240	30	10	30	0	0	0	0	0	0	0
	PT8	8	240	30	10	30	0	0	0	0	0	0	0
	PT9	9	240	30	10	30	0	0	0	0	0	0	0
	PT10	10	240	30	10	30	0	0	0	0	0	0	0
	PT11	11	240	30	10	30	0	0	0	0	0	0	0
	PT12	12	240	30	10	30	0	0	0	0	0	0	0
	PT13	13											
Roadway2 ; LEWISDALE RD	PT1	14	312	30	13	30	0	0	0	0	0	0	0
	PT2	15	312	30	13	30	0	0	0	0	0	0	0
	PT3	16											
Roadway3 ; URBANA PIKE	PT1	17	1163	30	56	30	1	30	5	30	0	0	0
	PT2	18	1163	30	56	30	1	30	5	30	0	0	0
	PT3	19	1163	30	56	30	1	30	5	30	0	0	0
	PT4	20											
Roadway4 ; MD 75 EB	PT1	21	456	45	18	45	0	0	0	0	0	0	0
	PT2	22											
Roadway5 ; MD 75 WB	PT1	23	913	45	35	45	1	45	1	45	0	0	0
	PT2	24											
Roadway6 ; URBANA PIKE	PT1	25	867	30	0	0	0	0	8	30	0	0	0
	PT2	26											
Roadway7 ; URBANA PIKE	PT1	27	867	30	0	0	0	0	8	30	0	0	0
	PT2	28											
Roadway8 ; MD 355 CROSS MD 75	PT1	29	1139	30	55	30	1	30	5	30	0	0	0
	PT2	30											
Roadway9 ; MD 75 EB	PT1	31	432	45	17	45	0	0	0	0	0	0	0
	PT2	32	432	45	17	45	0	0	0	0	0	0	0
	PT3	33											

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Roadway10 ; MD 75 EB	PT1	34	432	45	17	45	0	0	0	0	0	0
	PT2	35	432	45	17	45	0	0	0	0	0	0
	PT3	36	432	45	17	45	0	0	0	0	0	0
	PT4	37	432	45	17	45	0	0	0	0	0	0
	PT5	38	432	45	17	45	0	0	0	0	0	0
	PT6	39	432	45	17	45	0	0	0	0	0	0
	PT7	40	432	45	17	45	0	0	0	0	0	0
	PT8	41	432	45	17	45	0	0	0	0	0	0
	PT9	42	432	45	17	45	0	0	0	0	0	0
	PT10	43	432	45	17	45	0	0	0	0	0	0
	PT11	44	432	45	17	45	0	0	0	0	0	0
	PT12	45										
Roadway11 ; MD 75 EB	PT1	46	456	45	18	45	0	0	0	0	0	0
	PT2	47	456	45	18	45	0	0	0	0	0	0
	PT3	48	456	45	18	45	0	0	0	0	0	0
	PT4	49	456	45	18	45	0	0	0	0	0	0
	PT5	50										
Roadway12 ; MD 75 WB	PT1	51	768	45	30	45	2	45	0	0	0	0
	PT2	52	768	45	30	45	2	45	0	0	0	0
	PT3	53	768	45	30	45	2	45	0	0	0	0
	PT4	54	768	45	30	45	2	45	0	0	0	0
	PT5	55										
Roadway13 ; MD 75 WB	PT1	56	768	45	30	45	2	45	0	0	0	0
	PT2	57	768	45	30	45	2	45	0	0	0	0
	PT3	58	768	45	30	45	2	45	0	0	0	0
	PT4	59	768	45	30	45	2	45	0	0	0	0
	PT5	60	768	45	30	45	2	45	0	0	0	0
	PT6	61	768	45	30	45	2	45	0	0	0	0
	PT7	62	768	45	30	45	2	45	0	0	0	0
	PT8	63	768	45	30	45	2	45	0	0	0	0
	PT9	64	768	45	30	45	2	45	0	0	0	0
	PT10	65	768	45	30	45	2	45	0	0	0	0
	PT11	66	768	45	30	45	2	45	0	0	0	0
	PT12	67										
Roadway14 ; MD 75 WB	PT1	68	793	45	31	45	1	45	1	45	0	0
	PT2	69	793	45	31	45	1	45	1	45	0	0
	PT3	70										
Roadway15 ; LEWISDALE RD	PT1	71	264	30	11	30	0	0	0	0	0	0
	PT2	72										



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Frederick and Montgomery Counties, Maryland

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US Department of Transportation
Federal Highway Administration
Federal Transit Administration

Maryland Department of Transportation
State Highway Administration
Maryland Transit Administration

