

Noise Technical Report

**Tri-State Tollway (I-294)
Roadway Study
Cermak Road (MP 29.5) to
Balmoral Avenue (MP 40.0)
Contract: RR-14-4224**

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Central Tri-State Tollway

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Table of Contents

1.0 Introduction	4
1.1 <i>Project Description</i>	4
1.2 <i>Existing Land Use</i>	5
2.0 Noise Background and Regulations.....	5
2.1 <i>Sound and Noise</i>	5
2.2 <i>Regulations and Policy</i>	6
2.3 <i>Project Types</i>	7
2.4 <i>Study Objectives</i>	9
2.5 <i>Traffic Noise Model</i>	9
3.0 Noise Receptor Selection	10
4.0 Noise Monitoring.....	11
4.1 <i>Field Noise Measurement Methodology</i>	11
4.2 <i>Monitoring Results and Model Validation</i>	11
5.0 Noise Analysis Methodology	12
5.1 <i>Traffic Volume, Speeds and Composition</i>	12
5.2 <i>Receptor Distance/Elevation</i>	13
5.3 <i>Roadway Alignment (Horizontal and Vertical)</i>	13
5.4 <i>Existing Corridor Noise Walls</i>	13
6.0 TNM Results	13
6.1 <i>Existing Condition</i>	14
6.2 <i>No-Action (No-Build) Condition</i>	14
6.3 <i>Build Condition</i>	14
7.0 Noise Abatement Analysis	16
7.1 <i>Abatement Measures</i>	17
7.2 <i>Noise Barrier Analysis</i>	18
8.0 Construction Noise	23
9.0 Coordination with Local Officials	23
10.0 Summary.....	23
11.0 References.....	26

Appendices

- Appendix A – Figures
- Appendix B – Traffic Data
- Appendix C – TNM Input and Output File
- Appendix D – Noise Monitoring Data Sheets & Site Photos

Tables and Figures

Tables

<i>Table 1. Noise Abatement Criteria – Hourly Weighted Sound Level</i>	8
<i>Table 2. Noise Monitoring and Model Validation Results</i>	12
<i>Table 3. Noise Analysis Results Summary</i>	15
<i>Table 4. Calculating Adjusted Allowable Cost per Benefited Receptor (Example)</i>	18
<i>Table 5. Summary of Infeasible Abatement [6]</i>	20
<i>Table 6. Summary of Abatement Determined Not Cost-Effective [6]</i>	21
<i>Table 7. Summary of Feasible/Reasonable Abatement [7]</i>	23
<i>Table 8. Summary of Build Condition and Barrier Analysis</i>	24

Figures (In Appendix A)

- Figure 1 – Project Study Area*
- Figure 2 – Common Noise Environment Activity Categories*
- Figure 3 – Representative Receptor Locations*
- Figure 4 – Existing Noise Walls in the Corridor*
- Figure 5 – TNM Analysis Results*
- Figure 6 – Barrier Analysis Results*

1.0 Introduction

This traffic noise technical report was developed in conjunction with the Environmental Evaluation Document for the Central Tri-State Tollway (I-294) reconstruction in Cook and DuPage Counties, Illinois. This report documents the findings of noise analyses performed for the proposed project. The following sections provide a description of the project and existing land use, a background of noise and applicable regulations, noise receptor selection and field monitoring, noise analysis methodology and modeling results, an analysis of noise abatement measures, and construction noise.

1.1 Project Description

After an extensive long-range planning effort in 2011, the Illinois State Toll Highway Authority (Tollway) Board of Directors approved a 15-year, \$12 billion capital program called *Move Illinois: The Illinois Tollway Driving the Future*. The Illinois Tollway Board of Directors approved the reconstruction of the central portion of the Tri-State Tollway (I-294) to meet current and future needs of the corridor. As part of *Move Illinois*, \$1.694 billion was set aside to reconstruct the Central Tri-State Tollway (CTST) from 95th Street to Balmoral Avenue. This project's contract (Contract RR-14-4224) focuses on reconstruction improvements of the north section of the CTST from Cermak Road to Balmoral Avenue. The purpose of this report is to evaluate the environmental impacts of the recommended alternative for improving the CTST from Cermak Road to Balmoral Avenue. A general location map is shown below.



The project limits for Contract RR-14-4224 are from Cermak Road on the south end (Mile Post [MP] 29.5) to Balmoral Avenue on the north end (MP 40.0). Between North Avenue (MP 33.0) to just south of Wolf Road (MP 36.3), Contract RR-14-4224 looked at existing conditions and developed a footprint for mainline improvements. This footprint was coordinated with the Illinois Department of Transportation (IDOT) regarding the Elgin-O'Hare Western Access (EOWA) project. The EOWA will create a separate bypass connection between I-90 and I-294 on the western side of O'Hare Airport. The EOWA project will design and construct all improvements between North Avenue and Wolf Road. Additionally, two other traffic noise studies from projects abutting the study area were recently completed: one on I-290 east of I-294, and another on I-88 west of I-294. The termini of these studies had minor overlap with this project.

A Master Planning Study was conducted to evaluate alternatives for improving the CTST from Cermak Road to Balmoral Avenue and determine a recommended alternative. This noise study evaluates the conditions of highway traffic noise for the recommended build alternative, and the no-action (i.e. no-build) alternative. The recommended build alternative is the design option that best addresses the needs of the CTST to increase capacity to accommodate future traffic and relieve congestion.

1.2 Existing Land Use

The existing land uses vary along the project corridor. A majority of the land use from Cermak Road to North Avenue is residential, recreational/park land and cemeteries; however, some pockets of commercial and industrial centers are present near Cermak Road and adjacent to the parallel section with I-290. Land uses north of North Avenue are a majority industrial, including freight yards and O'Hare International Airport. Residential properties are located east of the Tri-State corridor north of Mannheim Road. There are no undeveloped lands along the project corridor. The study area touches the communities of (**Figure 1**):

- Rosemont
- Chicago (O'Hare)
- Schiller Park
- Franklin Park
- Bensenville
- Northlake
- Elmhurst
- Berkeley
- Hillside
- Oak Brook

2.0 Noise Background and Regulations

2.1 Sound and Noise

The primary purpose of a highway traffic noise study is to determine if sound levels generated from highway traffic have crossed a threshold to be considered an impact as defined by a regulatory agency. A critical part of a study is to differentiate between sound and noise, and sound and source. Sound is the overall auditory experience while noise is the level at which

sound becomes an irritant or harmful; however, the point at which this occurs can be subjective. As such, regulatory agencies must clearly define what constitutes noise. Secondly, the source of the primary sounds within the project area must be identified to clarify if the study can accurately predict the levels of sound which may be experienced by people within the project area as it relates to highway traffic. The simulation modeling used for this study estimates the sound generated by car and trucks; the modeling does not allow the inclusion of other sources such as train horns or industrial activities.

The measurement of sound is referenced in units of decibels (dB). Decibels are measured on a logarithmic scale. This means that, for a given 10 dB increase in the decibel level, the sound intensity increases by a factor of 10. The perception of sound depends on the frequency (Hertz [Hz]) and intensity (amplitude) of the pressure wave. Normal human hearing response is limited to frequencies ranging from 20 to 20,000Hz. To 'slim' down the measurement scale, a filtering range referred to as A-weighting was developed to correspond with the general sensitivity of the human ear. When A-weighting is used, the measured frequency is listed as dBA or dB(A). A-weighted measurements have been adopted for use in noise studies as they provide more useful reference points for describing sound levels. The dBA scale begins at zero and extends to near 200, but typical reference points stop around 130, which is the point where sound becomes exceedingly painful.

Identifying the primary source(s) of sound is important as to how the combinations of sounds interact to produce the experience. Exposure to a vacuum cleaner at 73 dBA and a garbage disposal at 78 dBA within the same space does not result in the perception of a 151 dBA. The A-weighting scale reflects perception of change to occur in 3 dBA increments as inputs double; for example, two people speaking at 60 dBA will result in the measurement of 63 dBA. Secondly, when sounds are 10 dBA or more apart the quieter sound tends to not influence the louder sound, thus, the sound of a car idling at 55 dBA will not increase the perceived sound of a lawn mower at 90 dBA.

All references to noise level values for this project are stated as an equivalent A-weighted sound level (L_{eq} dBA). The L_{eq} dBA is a single number indicator used to describe the mean energy or intensity level over a specified period of time during which the sound level fluctuated. Because the L_{eq} dBA is not influenced by the variability of the noise-time pattern, it is an effective way to compare or combine noises with differing time histories (i.e. provide a reference for what the average sound levels may be over an hour vs. referencing the peak sound level within that hour).

Highway noise generation is dependent on three main factors: traffic volume, traffic speed, and the number of trucks within the traffic. Each of these varies over time, and the sounds occur both as the vehicles approach and depart, giving a listener the perception of a linear noise source rather than a single, identifiable point of noise. As distance increases from the highway, sound is reduced or attenuated. Generally, traffic noise is not a serious problem for people who live more than 500 feet from heavily traveled freeways, though a low sound of traveling vehicles may remain in the background.

2.2 Regulations and Policy

The Federal-aid Highway Act of 1970 required the Federal Highway Administration (FHWA) to develop standards and abatement requirements for highway traffic noise. These standards are contained in Part 772 of Title 23 of the Code of Federal Regulations (23 CFR Part 772

"Procedures for Abatement of Highway Traffic Noise and Construction Noise"). The Federal regulations were developed to prescribe the methods that must be followed for the evaluation of highway traffic noise in Federal-aid highway projects. The Tollway has generally adopted these guidelines and developed policy to implement highway traffic noise studies (*Tollway Traffic Noise Study and Abatement Policy*). The Tollway will not approve a project unless it has been satisfactorily evaluated for potential traffic noise impacts, and has addressed feasible and reasonable noise abatement measures.

Based on land use, seven separate activity categories are used to assess potential noise impacts as defined by 23 CFR Part 772 (**Table 1**). Five of the seven activity categories have Noise Abatement Criteria (NAC), which are sound levels where noise abatement needs to be evaluated. The FHWA considered several approaches to define impact levels, but generally based the criteria on noise levels associated with the interference of speech communication relative to how people use spaces (e.g. allowing outdoor commercial areas to be louder than outdoor residential areas). The NAC are therefore a balance of what is desirable and what is generally achievable.

Federal regulations were specifically written to allow flexibility in the development of state policies appropriate for the resources and other influences specific to the state. The FHWA Guidance Manual, *Highway Traffic Noise: Analysis and Abatement Guidance*, gives state transportation agencies guidance to develop their own state policies. FHWA defined an impact as "approaching" the NAC, but has deferred to the state agencies or toll authorities to further define; the Tollway considers "approaching" as within 1 decibel of. **Table 1** presents the NAC as provided by the FHWA; however, Tollway noise studies consider abatement at 1 decibel less than the federal NAC to incorporate the within 1 decibel of interpretation. Secondly, abatement must be considered when the predicted future traffic noise levels are substantially higher than the existing noise levels. Substantially is defined as more than 14 decibels greater.

The NAC are not necessarily used as goals for noise attenuation design criteria or design targets. Instead, the NAC are noise impact thresholds for considering abatement when they are approached, met or exceeded. Noise abatement measures are required to be considered as part of the project if impacts are identified.

2.3 Project Types

Noise studies are not required to be completed for all transportation projects. FHWA has segregated projects into Type I, II, or III categories. Noise regulations only apply Type I and II projects; however, Type III projects are discretionary.

- Type I projects include those projects which propose to construct on new alignment, substantial horizontal or vertical alteration, or increases the number of thru-traffic lanes.
- Type II projects are retrofitting projects on existing fully controlled access highways where noise abatement is proposed without addition of thru-lanes or alignment changes.
- Type III projects are defined as a Federal or Federal-aid highway project that does not meet the classifications of a Type I or Type II project.

Table 1. Noise Abatement Criteria – Hourly Weighted Sound Level

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

¹ Includes undeveloped lands permitted for this activity category.

² The FHWA defines the targeted NAC, but allows the local agency to define the threshold for “approaching the NAC”. The Tollway defines approaching as within 1 dBA of the NAC for Activity Categories A-E; therefore, the threshold for determining impacts is 1 decibel less than the FHWA NAC value.

FHWA regulations purposely give flexibility to state agencies or toll authorities for determining and evaluating noise impacts. The Tollway policy states that Type III projects do not require noise analysis, but Type I and II projects warrant noise analysis when the following conditions are present:

- When the Tollway undertakes engineering studies or projects that meet the definition of a Type I project, **or** project locations that meet two criteria: 1) the initial roadway construction did not consider the effect of traffic noise **and** 2) the traffic volumes have, or are projected to, at least double from the initial construction.

- When the adjacent land use consists of identified outdoor human activity that are identified within Activity Category A, B, C, D or E. Also considered are locations where undeveloped adjacent properties have secured permits for construction of the above outdoor human activity land uses by the jurisdiction or municipality having permit and zoning authority prior to the Date of Public Knowledge.
- When the location of noise sensitive receptors is within 500 feet from the proposed or existing edge of shoulder, as highway traffic noise impacts are not typical for receptors more than 500 feet from heavily traveled roadways.
- Type II projects not associated with any Type I improvement will be conducted on a case-by-case basis, but these studies must have a state or local government agency sponsor.

The proposed improvements to the central Tri-State Tollway include horizontal and vertical realignment of the existing highway, the addition of travel lanes to increase capacity and the relocation of interchange ramps; therefore, this project is defined as a Type I project.

2.4 Study Objectives

The Tollway requires a traffic noise analysis to clearly identify if and where traffic noise impacts occur, and [*when an impact is identified*] whether the evaluation of noise abatement produces a measure which is feasible and reasonable to implement. To meet these requirements, the following tasks must be conducted:

- Estimate existing and future traffic volumes
- Determine land uses within 500ft of the primary roadway alignment
- Model existing and future traffic noise levels (*future scenarios must include the no-action and build alternatives*)
- Identify the possible highway traffic noise impacts
- Consider and evaluate feasible and reasonable abatement measures to mitigate highway traffic noise impacts
- Evaluate potential construction traffic noise impacts (*as necessary*)
- Propose implementation of feasible and reasonable abatement measures
- Document the traffic noise evaluation process

2.5 Traffic Noise Model

The FHWA developed the Traffic Noise Model version 2.5 (TNM 2.5) for prediction of highway traffic noise. This is the most current approved model for use on roadway projects in Illinois. The model was created specifically for predicting sound generated by vehicles while travelling on a roadway surface, and does not have the capability to predict the effects of sounds generated from non-roadway sources. Project areas where a primary source/influence of sound may be from planes, trains, or industrial machinery will not be able to accurately predict the

perceived sound levels. The model computes the sound of traffic based on the volume (vehicles per hour), type (cars, semis, motorcycles, etc.), and speed of the traffic. The model was designed to consider the sounds generated from engines, exhaust, and tire noise; however, it was not designed to consider engine braking noise from heavy trucks.

The study area was evaluated for potential primary sources of sound other than highway traffic noise as part of the field validation process. The study area does contain several active railroads, rail yards, and is adjacent to O'Hare Airport. This report acknowledges limitations of the sound levels which may be experienced within certain portions of the study area from the influence of other sources at certain times. The model is intended to accurately present the influence of highway traffic noise on the adjacent communities under the exclusion of other outside sources.

3.0 Noise Receptor Selection

The Tollway defines a receptor as a discrete or representative location of a noise sensitive area(s) for any of the activity categories listed in **Table 1**. Primary consideration is given to exterior areas where frequent human use occurs for Activity Categories A, B, C and E. Consideration should be given to Activity Category D land uses only if no exterior use areas are identified. Land use along the proposed project area was reviewed and identified using the activity categories as shown in **Table 1**, and presented in **Figure 2**.

Once sensitive land use areas were identified, the receptors were grouped into common noise environments (CNEs). Each CNE has common characteristics such as exposure to noise sources and levels, general topography, land use, and exposure to similar traffic speeds and volumes. A single representative receptor is placed within each CNE in a location intended to represent the worst-case scenario (i.e. a location close the noise source). A representative receptor may be placed on undeveloped lands for which development is permitted, but are not for land use activity categories F or G. **Figure 3** identifies the selected locations for representative receptors within each CNE requiring evaluation (as noted, not all CNE activity categories require evaluation). CNE areas under activity codes F and G were not assigned representative receptors, nor assigned identification numbers.

- CNEs 1, 2, 4, 7, 10, 36 and 42 are commercial land uses [7 areas]
- CNEs 5, 6, 9, 11, 12, 20, 22, 23, 25, 26, 28-34, 38, 39 and 41 are residential [20 areas]
- CNEs 3, 8, 19, 21, 24 and 40 are neighborhood parks [6 areas]
- CNEs 35 and 37 are cemeteries [2 areas]
- CNE 18 is an assisted living center [1 area]

The houses selected as representative receptors (RRs) were chosen because they are all first-row residential dwellings and are subject to the same types of traffic noise within their respective CNE. Representative receptors were assigned to CNEs 13, 14, 15, 16, and 17, but were not modeled based on coordination with IDOT regarding activities as part of the EOWA study. Representative receptors were assigned to CNEs 32 and 34, and were modeled based on new traffic data associated with this study; these CNEs were modeled recently under a separate noise study. A commercial property (category E) east of I-294 and south of I-290 was not assigned a representative receptor due the previous study identifying noise abatement infeasible.

4.0 Noise Monitoring

4.1 Field Noise Measurement Methodology

Field noise measurements are the physical measurement of noise levels at a specific location. The methodology follows the guidance provided in the FHWA report, *Measurement of Highway Related Noise (May 1996)*.

All noise levels in this report are based on a height of approximately five feet above the ground. This height is the default height given in the TNM 2.5 software and is a reasonable approximation of the height of an average human's ears. Generally, the sound level meter is placed at least 10 feet from a reflecting surface to avoid capturing reflected sound. The duration of the monitoring along the central Tristate Tollway corridor was approximately 15 minutes at each location. This was sufficient time to capture and achieve a steady state noise level because the traffic along the existing roadway is a relatively constant flow.

According to the Federal regulations, field measurements are utilized to validate TNM results. Generally, a representative number of receptor locations for noise modeling are selected for field noise monitoring. Field measurements were conducted at eight of the receptor sites for the project (RR-23, -25, -26, -28, -29, -34, -35 and -39), which is 20 percent of the receptor locations. Traffic volumes also were recorded at the eight locations during the monitoring period. Monitoring was conducted on May 9, 2016, between 9:30 AM and 12:30 PM. Weather conditions including sky cover, temperature, wind speed and direction and precipitation were recorded and were within the acceptable ranges for monitoring per TNM guidelines. Temperature was in the 50s, with cloudy skies and wind speeds between 8 and 12 miles per hour (mph). The noise meter was calibrated at each location with a hand-held device per the manufacturer's recommendation. The monitoring equipment used was a Type 2 Casella Insight sound level meter (model type CEL-633C).

4.2 Monitoring Results and Model Validation

Noise monitoring was conducted at eight locations for the purpose of validating the TNM results, and to generally determine existing noise levels. Monitoring locations are depicted in **Figure 3**. The noise monitoring results were compared to the modeled noise level results from TNM 2.5 utilizing the actual traffic counts and vehicle types recorded during field measurements (see **Table 2**). Measured sound levels were between 61 and 68 dBA. All field measurement locations were within the acceptable range of +/- 3 dBA of the modeled existing noise level results.

Table 2. Noise Monitoring and Model Validation Results

Receptor Number ⁽¹⁾	Type	No. of Representative Receptors	NAC dB(A)	Monitored Noise Level dB(A)	Modeled Existing Noise Level dB(A)
RR-23	Residential	146 Residences	66	63	66
RR-25	Residential	12 Residences	66	68	69
RR-26	Residential	126 Residences	66	62	62
RR-28	Residential	97 Residences	66	64	61
RR-29	Residential	169 Residences	66	61	61
RR-34	Residential	5 Residences	66	67	67
RR-35	Cemetery	1	66	68	70
RR-39	Residential	87 Residences	66	65	62

⁽¹⁾ See Figure 3 in Appendix A for receptor locations.

5.0 Noise Analysis Methodology

TNM 2.5 was utilized to simulate all traffic noise levels. The data collected for the study was used to develop the modeling scenarios in TNM 2.5. ArcGIS was used as the architecture to generate the coordinates for export into TNM. A summary of the modeling conditions are as follows.

5.1 Traffic Volume, Speeds and Composition

Traffic data for the existing, no-build, and build scenarios was obtained through a combination of project specific estimation and IDOT data from the Illinois Roadway Information System (IRIS). The design team used traffic count and projections to build a traffic simulation model (VISSIM) of the I-294 corridor and its on- and off-ramps. Traffic data associated with roadways not included in the VISSIM model was gathered from IRIS for existing traffic AADT. The unique nature of this study included a parallel interstate (I-290) for several miles of the corridor; AADT for this interstate was part of the data gathered from IRIS.

Peak hourly flow data was extracted from the VISSIM model for the existing and future (2040) conditions. AADT data from IRIS was converted into hourly data (a K-factor of 0.12 was used). A basic 0.5% growth rate was applied to the AADT to estimate the 2040 volumes, except for traffic on I-290 and I-88 where growth rates were applied from the study team from estimates generated as part of developing the VISSIM model for merging traffic from these two interstates onto I-294.

The VISSIM model provided pure volumes only, vehicle composition was extracted from tollbooth records from a representative day within the study area. The tollbooth data did not allow for identification of buses or motorcycles; thus, the traffic was delineated only as passenger vehicles, medium trucks, and heavy trucks within the model. Because there was no reasonable way to distribute the percentages to the secondary routes, the compositions were applied equally to all routes (85% passenger, 4% medium, and 11% heavy). In general, all primary roadway segment breaks were associated with changes in traffic volumes. Traffic data

is provided in Appendix B. Roadway speeds were obtained from posted speed limits. Central Tri-State Tollway speeds were assumed to be 65 miles per hour (mph). Secondary street speeds in the project vicinity ranged from 20 mph to 55 mph. Of note, vehicle composition varies throughout the day, with truck traffic increasing substantially in non-peak hours. The representative percentages applied to the model include the average distribution during peak traffic.

5.2 Receptor Distance/Elevation

Site conditions were determined from site visits and aerial photographs. Based on the aerial photographs and proposed design plans, receptors within 500 feet of the proposed edge of shoulders were identified. Other land uses, such as frequent public gathering places, also were considered. Most receptor locations were considered “soft” sites representing the majority of the area as residential and commercial lawns. The elevation data of the receptors was extracted from a digital terrain model (DTM). A total of 42 representative receptors were selected in the project corridor; however, five located within the EOWA exclusion area were deactivated in the model (RR-13 through RR-17).

5.3 Roadway Alignment (Horizontal and Vertical)

Roadway geometry for the existing conditions and build alternative was obtained from the design team. The Microstation design files were used to generate point files for the x and y coordinates. Elevation data was obtained from a Digital Surface Model (DSM) and the plan and profile sheets. I-294 was divided into 10 primary traffic segments based on points of significant traffic change.

5.4 Existing Corridor Noise Walls

Most of the residential areas adjacent to the I-294 corridor within the study area currently have existing noise abatement barriers (noise walls). The existing noise walls were included within the noise model (**Figure 4**). The Tollway is committed to replacing existing noise barriers in-kind (to maintain the same top of barrier elevation relative to the roadway) if disturbed by the build alternative. The base case of the build alternative was modeled with the existing walls present but shifted to a new location where disturbed by the alternative. Further barrier analysis occurred where warranted by the results of the model under this scenario.

6.0 TNM Results

Noise analysis was completed for 37 RRs (when excluding the 5 EOWA receptors), representing 1,963 individual properties located within the 500-foot offset from the edge of shoulder: 1,896 residential properties (Category B), 45 commercial facilities (Category E), two cemeteries (Category C), four receptors associated with an assisted living facility (Category C) and 16 receptors associated with parks (Category C). The results of the sites are shown in in **Figure 5**. Each receptor was analyzed for three scenarios: 2016 existing conditions, 2040 no-action, and 2040 build. The TNM data files are located in Appendix C.

6.1 Existing Condition

The Tri-State Tollway, Interstate 290, Roosevelt Road, Interstate 88, St. Charles Road, North Avenue, Mannheim Road, Irving Park Road, Lawrence Avenue and Balmoral Avenue were modeled as the primary highway traffic noise generators for the existing conditions scenario. The results of the 2016 existing noise level analysis are shown in **Table 3**. Results for the existing condition ranged from 61 dBA to 75 dBA and include 15 receptors that triggered their CNE's designated NAC. The 15 CNEs represent a total of 354 receptors: 314 under activity category B (residential), 28 under activity category E (commercial), and 12 under activity category C (2 cemeteries, 6 parks, and 4 associated with an assisted living center).

6.2 No-Action (No-Build) Condition

The geometry inputs used for the 2016 existing conditions were also used for the no-action condition, except for the wall associated with CNE 32 as proposed to be built separate from this study. The traffic volumes were from the estimated future conditions with the EOWA constructed. The results of the 2040 no-action noise level analysis are shown in **Table 3**. Results from the no-action condition ranged from 61 dBA to 73 dBA, and include 17 receptors that triggered their CNE's designated NAC. The 17 CNEs represent a total of 399 receptors: 349 under activity category B (residential), 38 under activity category E (commercial), and 12 under activity category C (2 cemeteries, 6 parks, and 4 associated with an assisted living center). The increases in sound levels are due to the predicted increase in traffic volumes. The decrease in sound levels associated with CNE 32 result from the inclusion of a new noise barrier to be constructed independent of this project.

6.3 Build Condition

The geometry inputs were changed to match the proposed build alternative, and the changes in traffic volumes included the future condition with the construction of the EOWA. Additionally, the proposed noise abatement wall adjacent to CNE 32 associated with the I-88 noise study was included. The results of the 2040 build noise level analysis are shown in **Table 3**. Results from the build condition ranged from 62 dBA to 74 dBA. Based on the 2040 build conditions analysis, 20 receptors triggered their CNE's designated NAC. The 20 CNEs represent a total of 421 receptors: 363 under activity code B (residential), 47 under activity code E (commercial), and 11 under activity code C (2 cemeteries, 5 parks, and 4 associated with an assisted living center).

The changes in sound levels from the existing condition to the build condition included both increases and decreases to various CNEs. As noted, all existing noise barriers disturbed by the alternative were replaced in this scenario with dimensionally 'in-kind' barriers. The new alignment improved noise mitigation for CNE 24, a small community park in Berkeley, as the reconstruction of the wall and St. Charles overpass resulted in a dimensionally similar, but more effective barrier by way of how it connected to the overpass abutments. However, the build condition represented the scenario with the highest noise impacts. No receptors had a substantial increase in noise (greater than 14 dBA increase from existing conditions to build conditions). Each receptor which triggered the NAC was evaluated for abatement measures, except RR-32. While CNE 32 remained over the NAC, the proposed noise barrier from the I-88

noise study will reduce the sound levels by more than 5 decibels and the location would be considered a benefited receptor by that study.

Table 3. Noise Analysis Results Summary

Receptor Number ^(1,4)	Type	No. of Representative Receptors	NAC Activity Category	NAC ⁽²⁾ dBA	2016 Existing Noise Level dBA	Predicted Year			Impacted Under Build Scenario	Existing Noise Abatement Present? ⁽⁵⁾
						2040 Build Alt. 8 Noise Level dBA ⁽³⁾	2040 No-Build Noise Level dBA	Build Increase over Existing dBA		
RR-01	Commercial	10 Businesses	E	71	73	72	73	-1	Yes	No
RR-02	Commercial	2 Businesses	E	71	70	71	70	1	Yes	No
RR-03	Park	1	C	66	65	64	64	-1	No	10-16ft
RR-04	Commercial	16 Businesses	E	71	71	72	72	1	Yes	No
RR-05	Residential	200 Residences	B	66	63	63	63	0	No	10-16ft
RR-06	Residential	25 Residences	B	66	65	65	65	0	No	13ft
RR-07	Commercial	10 Businesses	E	71	70	71	71	1	Yes	12-16ft
RR-08	Park	1	C	66	65	65	65	0	No	16ft
RR-09	Residential	281 Residences	B	66	64	63	64	-1	No	16ft
RR-10	Commercial	8	E	71	68	69	69	1	No	No
RR-11	Residential	431 Residences	B	66	64	64	64	0	No	18ft
RR-12	Residential	59 Residences	B	66	71	72	72	1	Yes	11-14ft
RR-18	Asst. Living	4	B	66	68	69	68	1	Yes	No
RR-19	Park	4	C	66	68	69	68	1	Yes	10-15ft
RR-20	Residential	33 Residences	B	66	69	70	69	1	Yes	10-15ft
RR-21	Park	1	C	66	65	66	65	1	Yes	10-15ft
RR-22	Residential	71 Residences	B	66	65	67	65	2	Yes	14ft
RR-23	Residential	146 Residences	B	66	66	67	66	1	Yes	16-18ft
RR-24	Park	2	C	66	67	64	67	-3	No	19ft
RR-25	Residential	70 Residences	B	66	70	70	70	0	Yes	10-11ft
RR-26	Residential	126 Residences	B	66	63	64	63	1	No	10-19ft
RR-27	Park	5	C	66	63	64	63	1	No	10-18ft
RR-28	Residential	98 Residences	B	66	63	64	63	1	No	11-17ft
RR-29	Residential	169 Residences	B	66	63	63	63	0	No	7-13ft (P)
RR-30	Residential	50 Residences	B	66	63	64	64	1	No	11-18ft
RR-31	Residential	29 Residences	B	66	69	70	70	1	Yes	11-16ft (P)
RR-32	Residential	36 Residences	B	66	75	68	68	-7	Yes	12ft ⁽⁶⁾
RR-33	Residential	35 Residences	B	66	65	66	66	1	Yes	12ft

Table 3 cont.

Receptor Number ^(1,4)	Type	No. of Benefitted Receptors	NAC Activity Category	NAC ⁽²⁾ dBA	2016 Existing Noise Level dBA	Predicted Year			Impacted	Existing Noise Abatement Present? ⁵
						2040 Build Alt. 8 Noise Level dBA ⁽³⁾	2040 No-Build Noise Level dBA	Build Increase over Existing dBA		
RR-34	Residential	6 Residences	B	66	69	70	69	1	Yes	18ft (P)
RR-35	Cemetery	1	C	66	69	69	69	0	Yes	No
RR-36	Commercial	2 Businesses	E	71	73	74	73	1	Yes	10ft (P)
RR-37	Cemetery	1	C	66	67	68	67	1	Yes	10ft (P)
RR-38	Residential	33 Residences	B	66	62	63	63	1	No	15-19ft
RR-39	Residential	87 Residences	B	66	62	63	62	1	No	10-20ft
RR-40	Park	3	C	66	61	62	61	1	No	15-19ft
RR-41	Residential	23 Residences	B	66	62	63	62	1	No	15-19ft
RR-42	Commercial	7 Businesses	E	71	70	72	70	2	Yes	No

¹⁾ See Figure 3 for receptor locations.

²⁾ Noise Abatement Criterion as applied by the Tollway

³⁾ A **Bold** value denotes a noise impact.

⁴⁾ A Representative Receptor (RR) is provided for each Common Noise Environment (CNE) with an applicable NAC; note RR-13 thru RR-17 were excluded from the study as these were located within the Elgin-O'Hare Bypass exclusion zone. These areas were investigated under a separate noise study.

⁵⁾ Approximate heights are provided for existing noise abatement walls, ranges are provided for the maximum and minimum subsegment wall heights. (P) denotes a barrier provides only partial abatement such that it does not extend entirely along the length of the CNE.

⁶⁾ CNE 32 will have a noise barrier constructed as part of an upcoming roadway project, the barrier is not modeled in the existing condition, but is under the no-build and build conditions.

7.0 Noise Abatement Analysis

Traffic noise abatement is evaluation to identify potential noise abatement measures for impacted receptors. In addition to the direct benefits of noise abatement, the social, economic and environmental effects also must be considered. Any noise abatement measure must be determined both feasible and reasonable to be considered for implementation. Feasibility considers whether a measure is possible or practicable to be built (i.e. can it be built); reasonability considers whether the proposed measure meets the reduction goals, is economically viable, and supported by those impacted (i.e. does it make sense to build). The noise abatement measure also must be considered a prudent expenditure of public funds to be considered reasonable.

The evaluation process includes additional simulation within the TNM 2.5 program. When the abatement measure includes a detailed analysis for the placement of noise barriers, the impacted CNEs are modeled with receivers at each receptor (rather than a single representative receptor).

7.1 Abatement Measures

Noise abatement measures are studied when the predicted traffic noise levels approach, meet, or exceed the NAC for its CNE, or when predicted noise levels result in a substantial noise increase over the existing noise levels. When traffic noise impacts are identified, then noise abatement shall be considered and evaluated for feasibility and reasonableness.

Noise abatement measures include noise barriers such as walls or earth berms, or a combination of both. Noise barriers are typically the most practical noise abatement measures due to their cost effectiveness and ability to be implemented on right-of-way and along existing roadways. Noise barriers reduce noise levels by impeding transmission of noise, absorbing noise or reflecting it back toward the noise source. Other abatement measures such as noise insulation, traffic management, alteration of alignment, or purchase of land for use as a buffer zone usually do not provide substantial noise reductions or are not found to be feasible and reasonable due to cost, right-of-way requirements or do not meet the purpose and need of the proposed project. Noise barriers are the only abatement measure required to be evaluated when impacts are identified.

Feasibility requires that any proposed abatement measure maintain safe operation of the roadway and general public safety. This includes not interfering with utilities, maintaining proper drainage, and clear line of sight near intersections. Conceptual noise barriers must be conceived such that they can be built using routine construction methods and be sited such that they do not inhibit or complicate proper roadway maintenance. The measure must also achieve the Tollway's noise reduction design goal in the CNE. This requires an 8 dBA or more reduction at a minimum of one receptor location in the CNE; however, the minimum acceptable noise reduction on the first row of receptors is 5 dBA for at least one receptor.

Once an abatement measure is considered feasible, it must also meet the reasonableness goal to be considered cost effective. Although actual construction costs may vary, the reasonableness goal establishes a set cost per square foot of \$30 for barrier construction estimation. A base value of \$30,000 per benefited receptor is applied toward the full estimated cost of the barrier protecting the CNE. If the aggregate allowable cost of all benefited users is equal to or greater than the estimated cost of construction, the barrier is considered cost effective. A benefited use is any receptor which achieves a minimum of a 5 dBA reduction in sound levels; a receptor does not need to be impacted to be considered benefited. It is not the goal of abatement analysis to reduce noise below the NAC.

The Tollway has established three separate cost adjustment factors to allow the CNE to receive up to a maximum of \$45,000 per benefited receptor towards the cost-effective evaluation. These factors are as follows:

- Factor #1: Predicted noise level relative to the NAC?
 - Between 4-5 dBA over the NAC = +\$1,000
 - Between 6-8 dBA over the NAC = +\$2,000
 - Greater than 8 dBA over the NAC = +\$5,000
- Factor #2: Change between the existing and future conditions?
 - If future conditions are 4-5 dBA greater = +\$1,000
 - If future conditions are 6-8 dBA greater = +\$2,000
 - If future conditions are greater than 8 dBA = +\$5,000

- Factor #3: Was the CNE present prior to the tollway?
 - If yes = +\$5,000

Table 4 provides an example of how the adjusted allowable costs per benefited receptor are calculated. Regarding Factor #1, a secondary evaluation step was included to apply the cost adjustment. The base case of the build scenario assumed a wall replacement in-kind; however, the CNEs were a mixture of those with, and those without existing barriers. To establish a consistent approach for comparing the future build noise level relative to the NAC for each receptor, the increase of the build condition sound level without the walls in place was applied to those CNEs with existing barriers. This means if the model predicted a dBA of 71 for a receptor under the build scenario with the in-kind barrier in place, but the receptor would experience a sound level of 73 dBA without any barrier in place, a +2 dBA would be added to the 71 to identify the relationship of the sound level to the NAC. The total adjusted allowable costs were used in the cost-effectiveness evaluation of each barrier analysis.

Table 4. Calculating Adjusted Allowable Cost per Benefited Receptor (Example)

Receptor within CNE	NAC dB(A)	Build Noise Level dB(A) ¹	Build Increase w/o wall ²	Amount Above the NAC ³	Adjust. Factor	Increase of Build Above Existing	Adjust. Factor	Home Built Before Roadway?	Adjust. Factor	Sum of Cost Adjust.	Total Adjusted Allowable Cost per Receptor
CNE A											
RA-1	71	72	---	1	\$0	-1	\$0	No	\$0	\$0	\$30,000
RA-2	71	71	+2	2	\$0	1	\$0	No	\$0	\$0	\$30,000
										<i>CNE Avg.</i>	\$30,000
CNE B											
RB-1	66	72	+1	7	\$2,000	1	\$0	No	\$0	\$2,000	\$32,000
RB-2	66	69	---	3	\$0	1	\$0	Yes	\$5,000	\$5,000	\$35,000
RB-3	66	70	+4	8	\$2,000	0	\$0	Yes	\$5,000	\$7,000	\$37,000
										<i>CNE Avg.</i>	\$34,667

¹ Noise level under the build alternative as associated with default wall replacement

² Increase to predicted build noise level under the build scenario with all walls removed from the model

³ Compares the relationship of the future noise levels without any walls to the NAC

7.2 Noise Barrier Analysis

TNM 2.5 was utilized to evaluate the effectiveness of various noise barrier locations and height configurations using the final proposed noise scenario. Final barrier heights were designed to meet the minimum abatement criteria. In an iterative process, the model was run to determine if an optimum barrier design could be achieved. The Tollway is committed to, at a minimum, replacing existing noise barriers in-kind (by relative barrier height) if disturbed by the build alternative regardless of the findings of the analysis.

Most residential CNEs have existing noise walls in place adjacent to the outside shoulder. The widening of the roadways results in the complete removal of the walls in these situations. The proposed replacement locations are generally consistent with the existing design, except shifted to remain adjacent to the outside shoulder. Where adjacent to the outside shoulder, barrier heights are relative to the top of pavement at that location (i.e. a 14ft high wall is 14ft tall if standing on the roadway). Where barriers are located away from the edge of shoulder, the barrier heights become disconnected from the roadway elevations (i.e. the base of a 10ft high wall may be 5ft above the roadway on a hillside, providing a 15ft barrier relative to the roadway). Where barrier designs have been identified as cost-effective, the results have been shared with the design team to incorporate the intent of the practical heights of the barriers such that the top of the barriers remain at an elevation relative to the roadway surface where the desired abatement is maintained; however, these recommendations are based on preliminary roadway design.

Because the roadway design has not been finalized, and because the noise barrier manufacturer has not been selected or contacted, these recommendations are subject to change based on the design engineer’s specific requirements. It should be emphasized that the projected conditions are based on a worst-case combination of the peak hour traffic in each direction, along with the posted speed limits. The resulting analysis is intended to be conservative. The calculated insertion losses may therefore provide the best representation of proposed noise conditions.

Noise abatement was considered for 19 of the 37 CNEs modeled. A reminder that five of the CNEs (13-17) were not modeled as they are included in the EOWA area, thus the number of representative receptors extends to 42 while only 37 CNEs were modeled (**Figure 6**). An additional reminder that 13 of the 19 CNEs with abatement considered have existing noise barriers in place. Where existing abatement measures are in place, the intent of the analysis is to determine if further improvement is feasible and cost-effective; however, all walls disturbed by the project will be replaced at a minimum ‘in-kind’. If this study identifies abatement as either infeasible or not cost-effective where an existing wall is present, this is only a consideration of further abatement and does not indicate a disturbed wall will not be replaced ‘in-kind’. Of the 19 evaluated:

Infeasible [6]	NOT Cost-Effective [6]	Cost-Effective [7]
CNE-7	CNE-1	CNE-19
CNE-12	CNE-2	CNE-20
CNE-18	CNE-4	CNE-21
CNE-31	CNE-34	CNE-22
CNE-36	CNE-35	CNE-23
CNE-37	CNE-42	CNE-25
		CNE-33

7.2.1 Infeasible Barriers

Noise abatement studied at CNEs 7, 12, 18, 31, 36, and 37 was found not to be feasible. Except for CNE 18, each of these CNEs currently receive at least partial protection from an existing noise wall on the Tollway right-of-way. The build scenario included these walls, and although the barrier analysis did not identify a way to redesign the walls to meet the feasibility criteria, each wall will be replaced in-kind. The primary issue of these locations was the secondary traffic sources (e.g. Lawrence Ave. or Manheim Rd.) where enough traffic sound was generated to directly impact or reduce the shielding effect of the abatement measures on I-294. **Table 5** presents the predicted dBA under the build scenario with and without the secondary sources modeled; for the later scenario, traffic was removed from all roads except the I-294 mainline and on-/off-ramps. Once the secondary sources are removed, only CNE 12 and 18 still trigger the NAC. The intent of this scenario is to identify that the existing walls (and their replacement) are achieving a benefit for the CNEs, but they remain impacted due to multiple traffic sources. This is; however, an example of how the physics of sound waves and human perception of sound is not always straight forward.

Referencing **Table 5**, the model was simulated with the existing barriers removed to compare the outcome relative to the NAC. The results for RR-7, 12, 31, 36, and 37 were an increase of only 2, 1, 1, 0, and 0 dBA, respectively. Yet, removing the secondary traffic with the walls in place resulted in reductions of 8, 5, 5, 7, and 5 dBA, respectively. The results indicate how significant the source of traffic noise is for these CNEs from the secondary roads.

Table 5. Summary of Infeasible Abatement [6]

CNE	Tollway Barrier Present?	NAC	Build (dBA)	Build w/o Alternative Source (dBA) ¹	Secondary Source
CNE-7	Yes	71	71	63	Lawrence Ave
CNE-12	Yes	66	72	67	Manheim Rd, Rail Yard
CNE-18	No	66	69	68	Lake St
CNE-31	Yes	66	70	65	I-290
CNE-36	Yes	71	74	67	Roosevelt Rd
CNE-37	Yes	66	68	63	Roosevelt Rd

¹ Predicted sound levels when only I-294 traffic modeled

7.2.2 Barriers not Cost-Effective

CNEs 1, 2, 4, and 42 could each feasibly have a barrier constructed adjacent to the shoulder and achieve the noise reduction design goal. However, each of these four CNEs are commercial areas with few potential receptors. The cost per benefited receptor is more than double the adjusted allowable cost for each (**Table 6**).

CNE 34 was evaluated by the I-88 study and found not to be cost effective. This study found the same result. This CNE is a very low density residential area bound by I-88 on the north, I-294 on the east, and Roosevelt Road on the south. To reach the reduction goals, nearly one mile of barrier would need to be constructed for six benefited receptors. The cost-effectiveness criterion cannot be met.

CNE 35 is a cemetery on the northeast side of I-294 and Roosevelt Road. Some minor feasibility concerns would be present as a result of the interchange at Roosevelt Road; however, a set of walls were placed to demonstrate the barrier would not be cost-effective.

Table 6. Summary of Abatement Determined Not Cost-Effective [6]

CNE	Number of Benefitted Receptors	TNM Barrier ID	Noise Wall Cost	Estimated Cost per Benefitted Receptor	Adjusted Allowable Cost	Ratio ⁽¹⁾	Cumulative Adjusted Allowable ⁽²⁾	Cost Effectiveness Criterion Achieved?
CNE 1	9	Bar-45	\$571,410	\$63,490	\$30,667	2.1	not allowed	No
CNE 2	2	Bar-46	\$551,130	\$275,565	\$31,000	8.9	not allowed	No
CNE 4	16	Bar-47	\$1,013,820	\$63,364	\$31,500	2.0	not allowed	No
CNE 34	6	Bar-49 & 52	\$2,804,610	\$467,435	\$31,333	14.9	not allowed	No
CNE 35	1	Bar-50a & 50b	\$2,087,700	\$2,087,700	\$35,000	59.6	not allowed	No
CNE 42	7	Bar-51	\$1,072,320	\$153,189	\$30,571	5.0	not allowed	No

¹ Ratio between the proposed cost of the barrier and the allowable adjusted cost per benefitted receptor

² Cumulative cost averaging is not allowable when the ratio is 2 or greater

7.2.3 Feasible/Reasonable Barriers

CNEs 19-22, 23, 25, and 33 each have barriers present currently. The walls associated with CNEs 23 and 25 will be replaced as a result of the build alternative; the analysis recommends the replacement walls be modified to achieve the reduction goals. The wall associated with CNE 19-22 and 33 will not be disturbed. Although replacement is not necessary nor recommended for CNE 33, the analysis identified retrofitting the existing wall can be reasonable. The existing walls protecting CNEs 19-22 are not of a condition where they can be modified. Feasible/reasonable barriers are summarized in **Table 7**.

Typical noise policies, including the Tollway's, are written with the implicit assumption that noise abatement walls do not already exist. The discussion of how to equitably adapt the Tollway's Traffic Noise Study and Abatement Policy to the I-294 project, where noise abatement walls are already present for a majority of the corridor, are determined on a case by case basis. CNEs 19-22 were analyzed as a single CNE due to their connectivity and how sound interacts in the area. Further, the existing walls protecting these areas are near the end of their designed lifespan. As such, the decision was made to apply the cost-effectiveness criteria for benefitted receptors under the scenario the existing wall would necessarily need to be replaced (i.e. apply benefits under the condition no wall would be present under the build condition).

CNE 19-22: CNEs 19 and 21 are Elmhurst community parks, CNEs 20 and 22 are residential. These are located south of North Avenue on the west side of I-290 and I-294 (where the interstates are parallel to each other). CNEs 19 and 20 trigger the NAC in the existing and build scenarios; CNEs 21 and 22 only trigger the NAC in the build scenario. The existing walls average in height from between approximately 10 and 14ft. The vertical profile of I-294 elevates relative to I-290 along this section as it approaches the partial interchange with I-290 and North Avenue / Lake Street. The rise in the profile creates the need for the barrier to also rise in elevation to maintain an appropriate break in the angle of

deflection of the sound waves. The barrier analysis identified elevating the wall to an average of 18ft would increase the protection of the communities. The existing barrier configuration benefits approximately 60% of the receptors, raising the wall would improve the protection to 80%. Distributing the allowable costs between the CNEs provides for an estimated cost per benefited receptor well below the base allowable limit.

CNE 23: The existing wall is approximately 18ft in height and roughly 2,500ft in length. This CNE contains 146 receptors within the approximately 500ft buffer zone. The representative receptor was placed on the far north end where the wall ends abruptly south of the bridge over a railroad. The existing wall benefits most receptors, leaving the only a small percentage of the 146 receptors on the north end triggering the NAC. The barrier analysis identified extending the wall approximately 500ft further north captures all the receptors as benefited. The wall does reduce to an approximately 15ft height on the north end; the 500ft extension could be maintained at that height.

CNE 25: The existing series of walls range in height from 10ft on the north to 15ft on the south. These tie into walls on the south for CNE 28 (the wall heights in this section average near 17ft). In addition to being shorter, a portion of the barrier is located lower on the embankment creating a situation where the top of the barrier is less than 10ft above the road surface. Under the existing and build scenarios, the representative receptor is well over the NAC. The replacement barriers are recommended to be constructed along the edge of shoulder and increased to a height of 16ft. Although the barrier analysis identified only about 60% of the receptors were considered benefited based on the reduction goal of 5 dBA, nearly all the receptors were predicted to be below the NAC with the elevated wall heights. While it is not the goal of noise abatement to reduce receptors below the NAC, this provides context with respect to the sound levels within the CNE.

CNE 33: The wall for this CNE provides appropriate protection under the existing scenario, and only just triggers the NAC under the build scenario. The existing walls are an average of 12ft in height and are located at the edge of the right-of-way, not near the edge of shoulder. These walls will not be disturbed by the build alternative but were investigated for retrofitting. Under the build scenario, 60% of the receptors do not trigger the NAC with the 12ft barrier. This increases/improves to 70% if the effective wall height is raised to an average of 14ft. A retrofit of 2ft equates to ~3,700sqft. Maintaining use of the \$30 per square foot estimate and applying the cost only to the additional 10 benefited users in the CNE, established an estimated cost per benefited user of roughly a third of the allowable per receptor cost.

Table 7. Summary of Feasible/Reasonable Abatement [7]

CNE	Length of Proposed Barrier (ft)	Average Height of Proposed Barrier (ft)	Area of Noise Barrier (ft ²)	Cost of Noise Barrier (\$30.00/sq. ft)	Number of Benefited Receptors	Estimated Build Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Cost Effectiveness Criterion Achieved?
CNE 19-22	4,127	18	72,820	\$2,184,600	89	\$24,546	\$32,112	Yes
CNE-23 ⁽¹⁾	2,957	15-18	50,358	\$1,510,740	146	\$10,348	\$31,163	Yes
CNE-25 ⁽²⁾	5,043	16	79,715	\$2,391,450	80	\$29,893	\$36,450	Yes
CNE-33 ⁽³⁾	1,869	2	3,738	\$112,140	10	\$11,214	\$32,455	Yes

¹ The existing wall protects the CNE except the far north end, extending protects the entire community

² Raising the height of the existing wall enhances protection to the community, the linear feet remain fairly consistent

³ This denotes a retrofit of the existing wall to increase the effective height of the wall by the height listed

8.0 Construction Noise

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, construction noise will be controlled in accordance with all Tollway construction guidance manuals.

9.0 Coordination with Local Officials

The view of the community should be an integral part of the decision-making process where noise barriers are recommended. The Tollway and the master planning team have been engaged with the various communities as part of the conceptual design development. It is recommended the results of this report be shared with the public at future public engagements and meetings prior to completion of the final design.

10.0 Summary

This report documents the results of noise analyses performed for the proposed reconstruction of the CTST from Cermak Road to Balmoral Avenue. The highway traffic noise study established a series of CNEs throughout the corridor, of which 42 were assigned representative receptors. Through coordination with IDOT for the EOWA, 5 of the receptors were excluded from the study. Of the 37 CNEs evaluated for noise impacts, 20 triggered the NAC under the build scenario.

Abatement measures were investigated for 19 of the 20 CNEs. The one CNE (CNE 32) not further investigated was associated with a separate noise study (Tollway Contract #RR-13-4116). The other study recommended placement of a barrier which was simulated in the build condition. The representative receptor was above the NAC, but reduced by 7 dBA. The findings of the barrier analyses are as follows:

- 6 CNEs are infeasible to reconfigure existing or construct new (non-existing) barriers
 - CNE 7, 12, 18, 31, 36, and 37
- 6 CNEs do not meet the cost-effectiveness criterion
 - CNE 1, 2, 4, 34, 35, and 42
- 7 CNEs are feasible and reasonable to abate the noise impacts
 - CNEs 19-22 – modify the existing wall design by raising to an average height of 18ft
 - CNE 23 – modify the existing wall design by extending approximately 500ft to the north at an average height of 15ft.
 - CNE 25 – modify the existing wall design by shifting the barrier from the lower part of the roadway embankment to near the edge of shoulder and raise the average wall height to 16ft.
 - CNE 33 – retrofit the wall to apply a ‘cap’ which raises the effective height by 2ft.

The existing noise barriers associated with CNE 23 and 25 will be removed as a part of the reconstruction project; the recommendations are for the replacement. The existing wall associated with CNE 33 will not be impacted by the reconstruction project, thus the recommendations are for a retrofit to the existing barrier wall. The existing noise barriers associated with CNEs 19-22 are on IDOT right-of-way and will not be directly impacted by the project, final modification to these barriers will require further coordination between IDOT and the Tollway. The corridor contains numerous existing noise barriers; the Tollway will replace (dimensionally in-kind) all existing barriers disturbed by the reconstruction except where modifications are feasible and reasonable to further abate noise impacts (e.g. CNE 23 and 25).

If during final design, constraints not foreseen in the preliminary design subsequently develop, abatement measures may need to be reassessed. A final decision on the installation of abatement measures will be made upon completion of the project’s final design and further public involvement. A summary table of the barrier analysis is presented in **Table 8**.

Table 8. Summary of Build Condition and Barrier Analysis

CNE #	Build Condition Noise Level dB(A) ⁽¹⁾	Impacted	Barrier Analysis? ⁽³⁾
CNE-01	72	Yes	Yes: <u>not</u> cost-effective
CNE-02	71	Yes	Yes: <u>not</u> cost-effective
CNE-03	64	No	No: existing wall replaced in-kind
CNE-04	72	Yes	Yes: <u>not</u> cost-effective
CNE-05	63	No	No: existing wall replaced in-kind
CNE-06	65	No	No: existing wall replaced in-kind

CNE #	Build Condition Noise Level dB(A)⁽¹⁾	Impacted	Barrier Analysis? ⁽³⁾
CNE-07	71	Yes	Yes: infeasible, existing wall replaced in-kind
CNE-08	65	No	No: existing wall replaced in-kind
CNE-09	63	No	No: existing wall replaced in-kind
CNE-10	69	No	No
CNE-11	64	No	No: existing wall replaced in-kind
CNE-12	72	Yes	Yes: infeasible, existing wall replaced in-kind
CNE-18	69	Yes	Yes: infeasible
CNE-19	69	Yes	Yes: cost-effective, raise wall height
CNE-20	70	Yes	Yes: cost-effective, raise wall height
CNE-21	66	Yes	Yes: cost-effective, raise wall height
CNE-22	67	Yes	Yes: cost-effective, raise wall height
CNE-23	67	Yes	Yes: cost-effective, extend length
CNE-24	64	No	No: existing wall replaced in-kind
CNE-25	70	Yes	Yes: cost-effective, raise wall height
CNE-26	64	No	No: existing wall replaced in-kind
CNE-27	64	No	No: existing wall replaced in-kind
CNE-28	64	No	Yes: existing wall replaced in-kind ⁽²⁾
CNE-29	63	No	No: existing wall replaced in-kind
CNE-30	64	No	No: existing wall replaced in-kind
CNE-31	70	Yes	Yes: infeasible, existing wall replaced in-kind
CNE-32	68	Yes	No: new wall being constructed separately
CNE-33	66	Yes	Yes: cost-effective, install wall caps
CNE-34	70	Yes	Yes: <u>not</u> cost-effective
CNE-35	69	Yes	Yes: <u>not</u> cost-effective
CNE-36	74	Yes	Yes: infeasible, existing wall replaced in-kind
CNE-37	68	Yes	Yes: infeasible, existing wall replaced in-kind
CNE-38	63	No	No: existing wall replaced in-kind
CNE-39	63	No	No: existing wall replaced in-kind
CNE-40	62	No	No: existing wall replaced in-kind
CNE-41	63	No	No: existing wall replaced in-kind
CNE-42	72	Yes	Yes: <u>not</u> cost-effective

¹ At Representative Receptor

² Representative Receptor not impacted, but analyzed as part of CNE 25

³ A reference to 'wall replaced in-kind' only denotes that if the wall is ultimately impacted by the project it will be replaced in kind, not all walls will be impacted

11.0 References

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Appendices

Appendix A – Figures

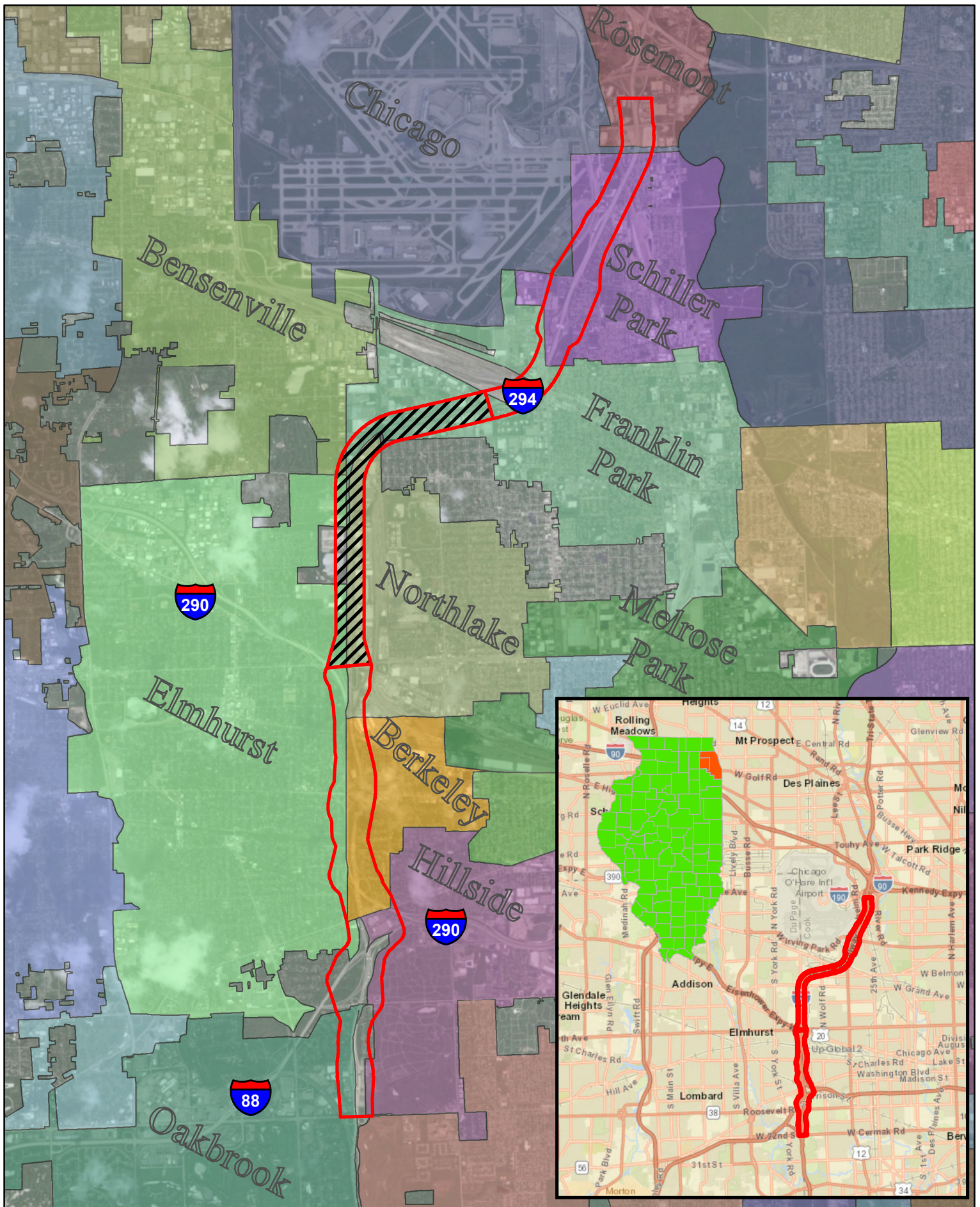
Appendix B – Traffic Data

Appendix C – TNM Input and Output File

Appendix D – Noise Monitoring Data Sheets & Site Photos

Appendix A
Figures





Tri-State Tollway (I-294)
 Roadway Study
 Traffic Noise Analysis

Figure 1
Project Location

- Study Area
- Elgin-O'Hare Western Access Exclusion Area



Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

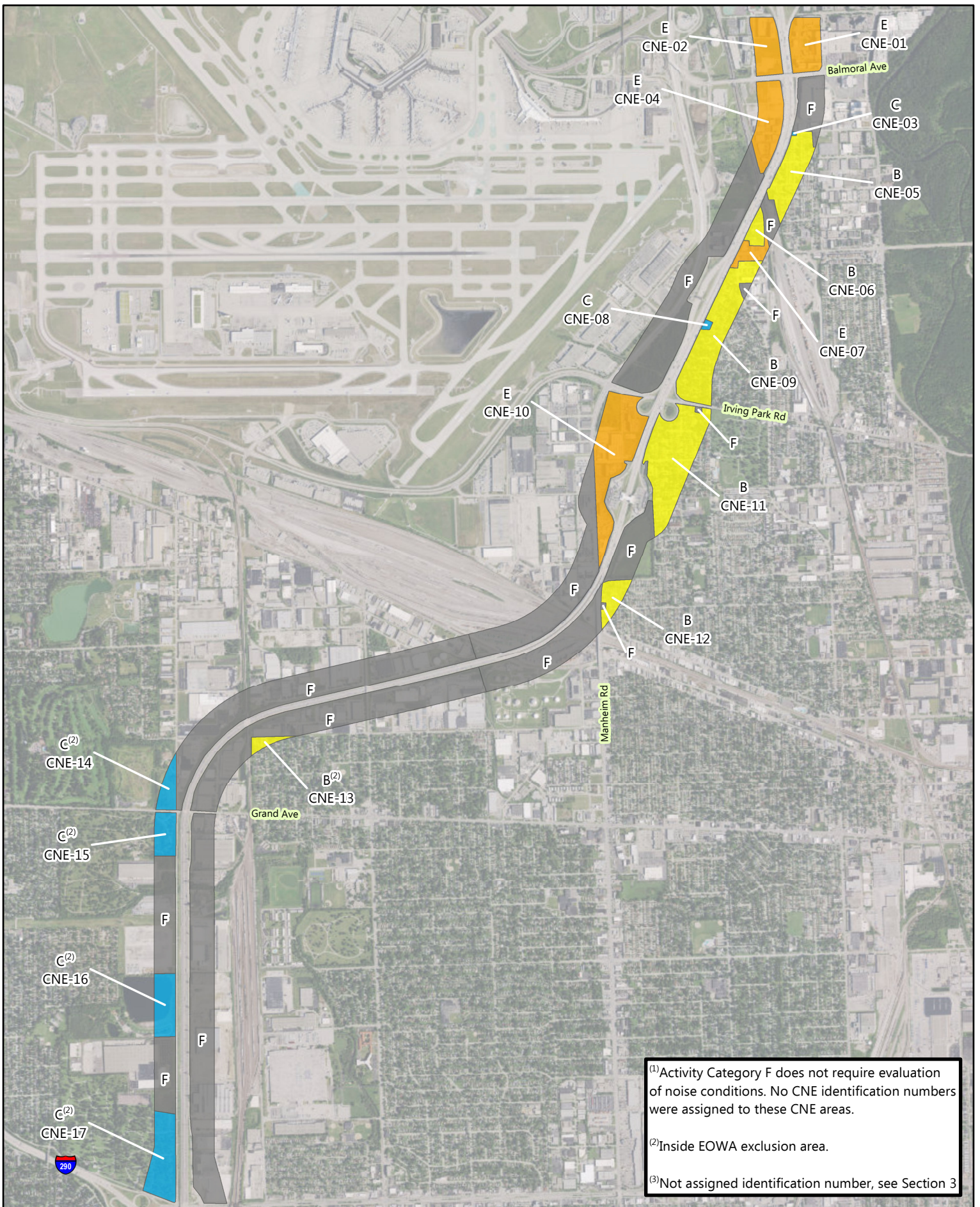


Figure 2a
CNE Activity Categories



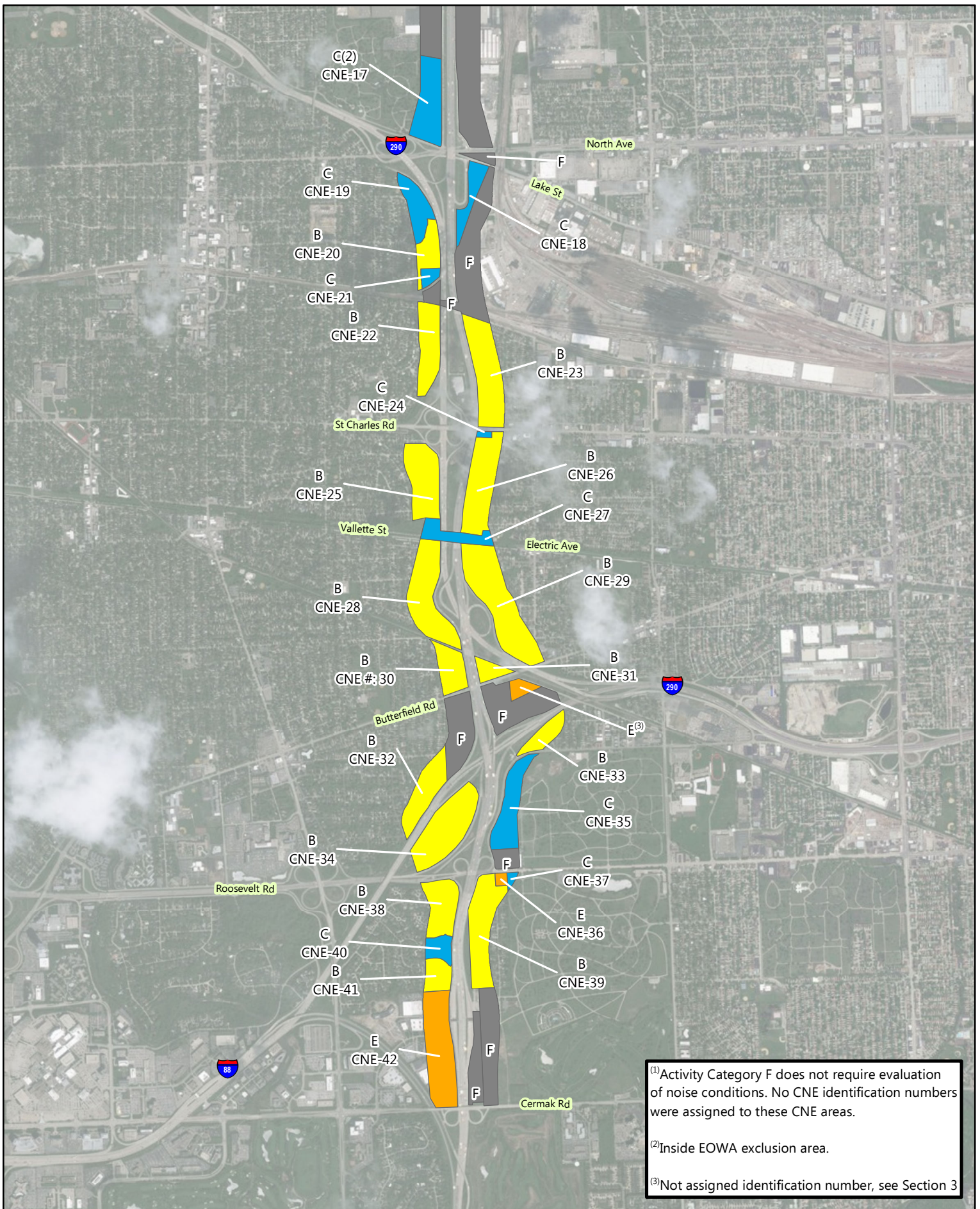
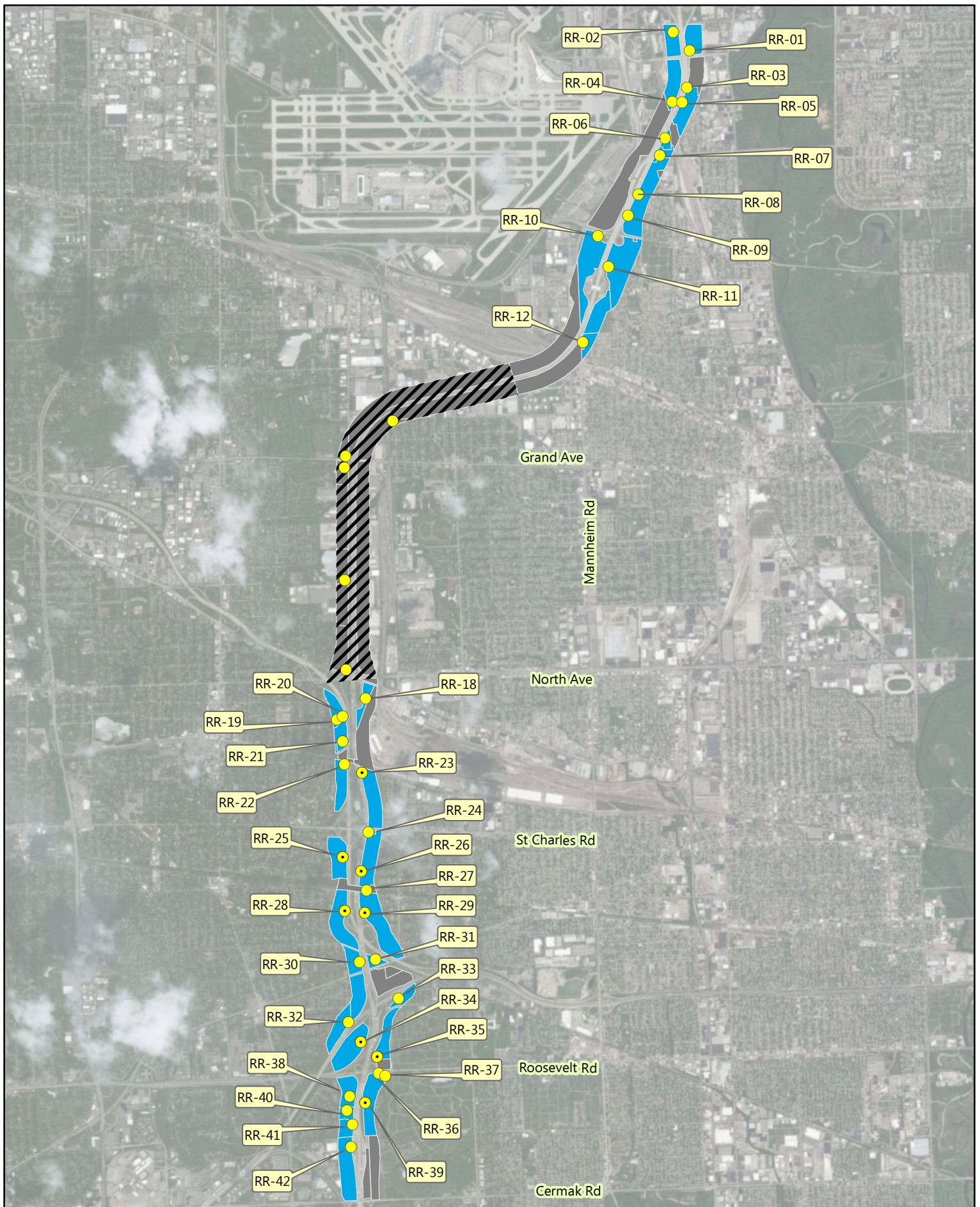


Figure 2b
CNE Activity Categories





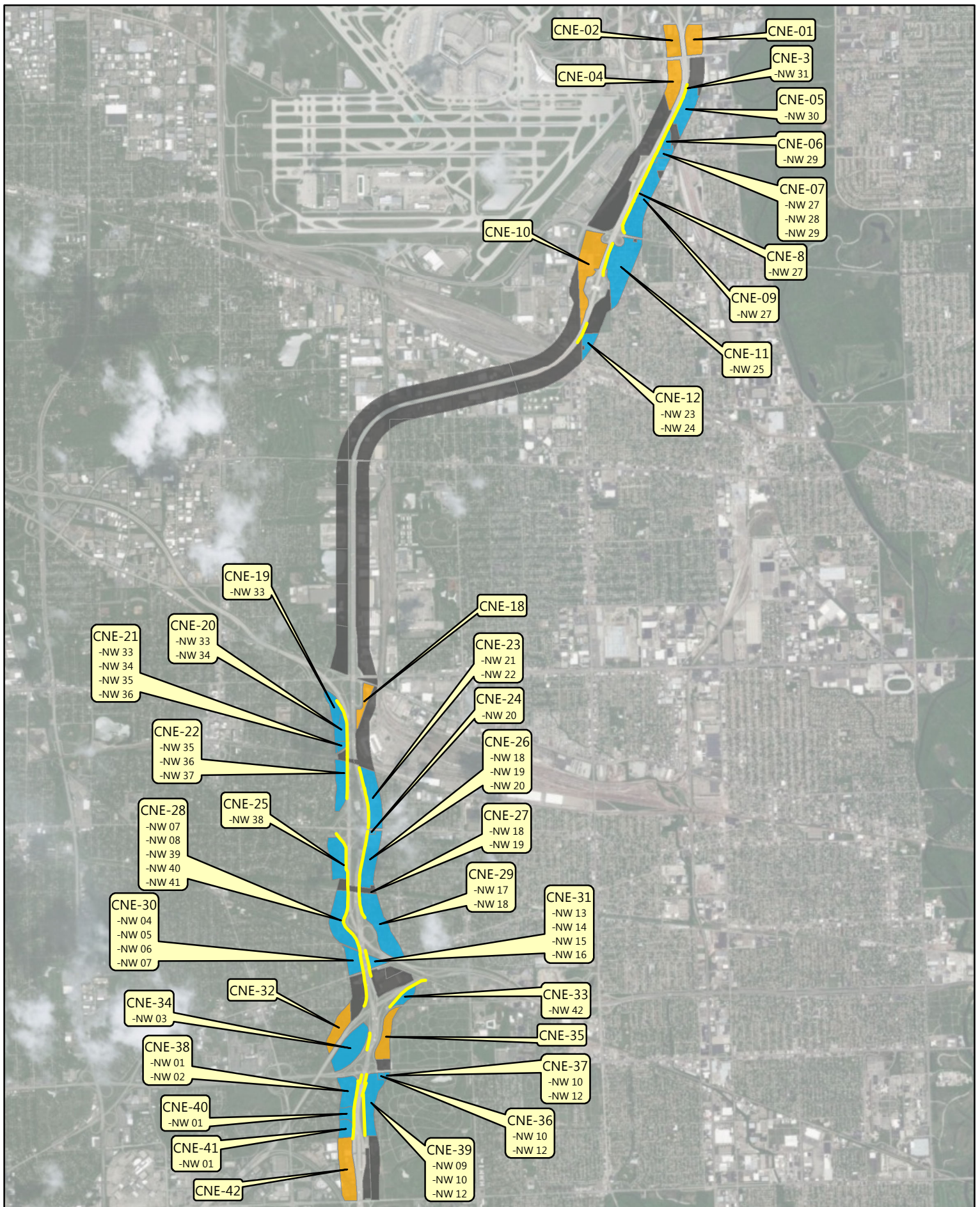
Tri-State Tollway (I-294)
Roadway Study
Traffic Noise Analysis

Figure 3
Representative Receptor
Locations

- Representative Receptor (RR)
- RR & Monitoring Location
- CNE Evaluated
- CNE Not Evaluated



Service Layer Credits: Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



Tri-State Tollway (I-294)
 Roadway Study
 Traffic Noise Analysis

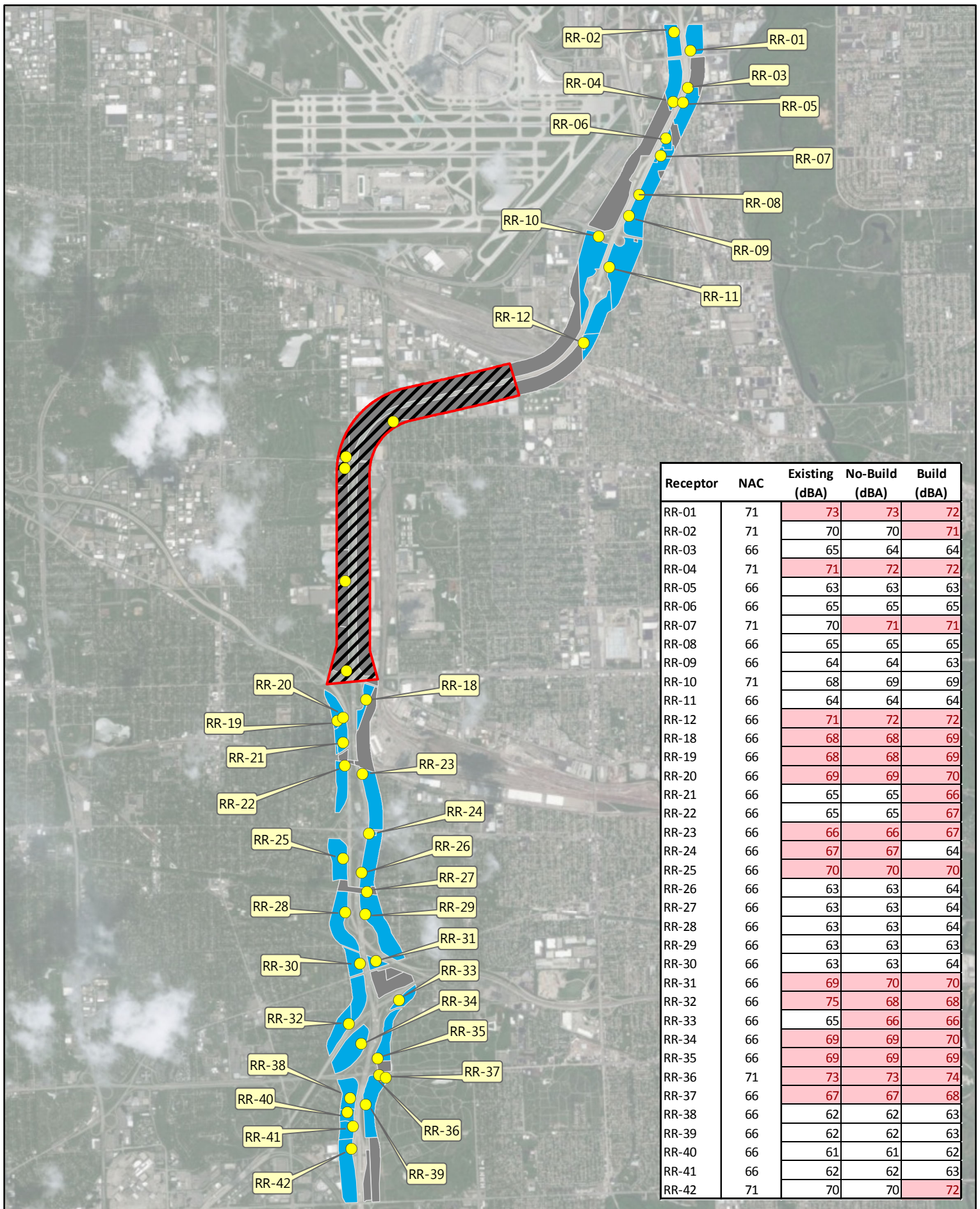
Figure 4
Existing Corridor
Noise Walls

Existing Noise Walls
 Elgin-O'Hare Western Access Exclusion Area

CNE with an Existing Noise Wall
 No Existing Noise Abatement for CNE
 Not Applicable/Not Modeled



Service Layer Credits: Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



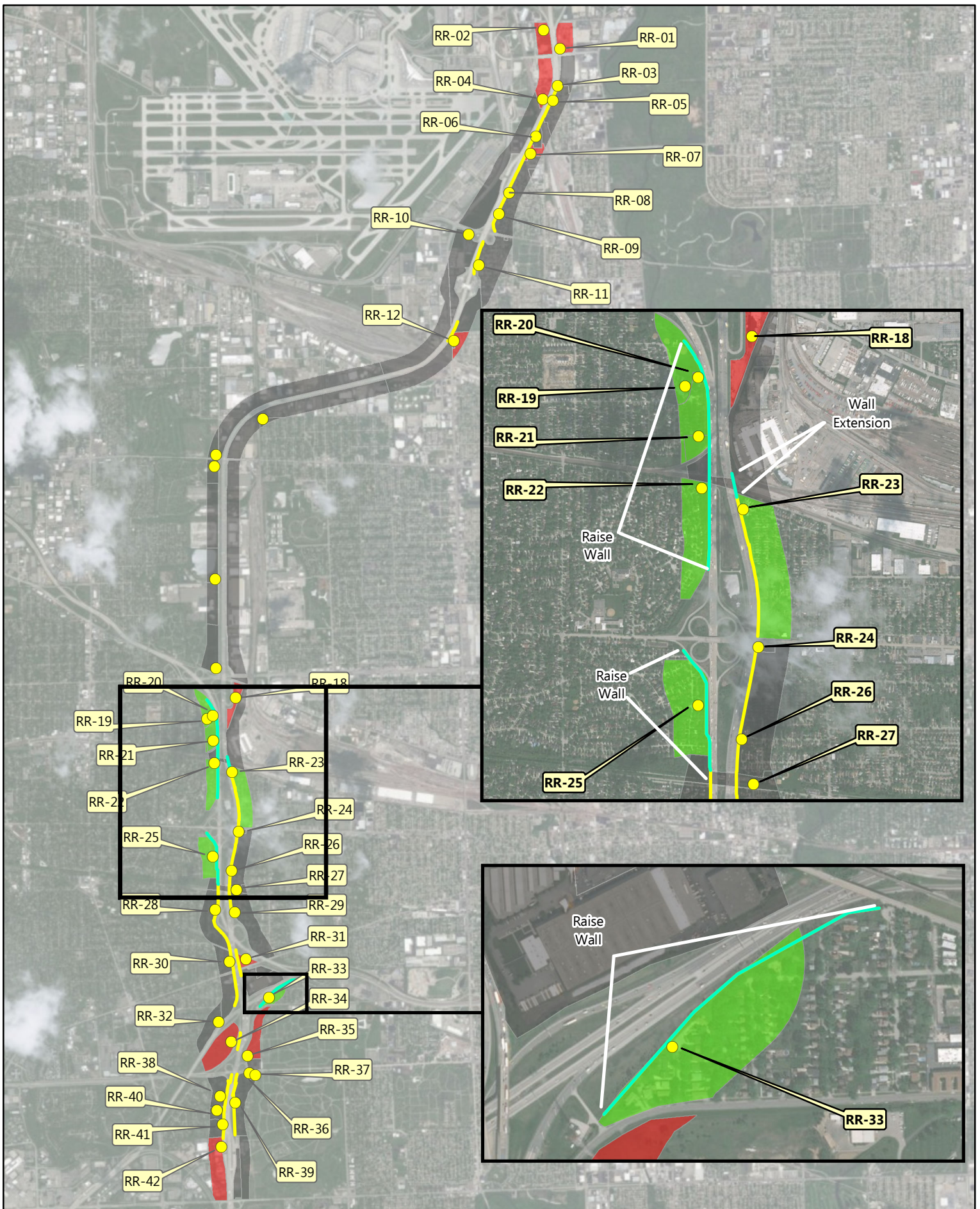
Tri-State Tollway (I-294)
 Roadway Study
 Traffic Noise Analysis

Figure 5
TNM Results

● Representative Receptor (RR)

CNE Evaluated
 CNE Not Evaluated

Service Layer Credits: Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



Tri-State Tollway (I-294)
Roadway Study
Traffic Noise Analysis

Figure 6
Noise Abatement
Analysis Results

- Existing Noise Walls
- Proposed Noise Walls
- Representative Receptor
- Abatement Feasible/Reasonable
- Abatement Infeasible/Unreasonable
- Protected or Not Applicable



Service Layer Credits: Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Appendix B
Traffic Data



All mainline I-294 TNM segments, traffic from VISSIM

Other Segments (Side Streets, Ramps, etc.)	shorthand	source
Segment Block 1: 2 Segments		
TL-NB294 near Cermak	[1a]	Vissim
TL-SB294 near Cermak	[1b]	Vissim
Segment Block 2: 13 Segments		
RP-NB294 to NB294/WB290a	[2a]	Vissim
RP-NB294 to NB294/WB290b	[2b]	Vissim
RP-NB294 to WB Roosevelt	[2c]	Vissim
RP-NB294 to EB Roosevelt	[2d]	Vissim
RP-EB Roosevelt to SB294	[2e]	Vissim
RP-WB Roosevelt to SB294	[2f]	Vissim
RP-EB Roosevelt to EB88	[2g]	IDOT
RP-NB294 to EB88	[2h]	IDOT
RP-EB88 to NB294/WB290	[2i]	Vissim
RP-WB88 to SB294	[2j]	Vissim
RP-SB294 to WB88	[2k]	Vissim
RP-WB88 to WB Roosevelt/SB294	[2l]	IDOT
RP-WB88 to WB Roosevelt	[2m]	IDOT
Segment Block 3: 5 Segments		
RP-EB290 to SB294	[3a]	Vissim
RP-EB290 to WB88 (<i>add to build</i>)	[3an]	Vissim
RP-EB290 to SB294 (<i>add to build</i>)	[3ac]	Vissim
RP-SB294 to EB290	[3b]	Vissim
RP-SB294 to EB290 (<i>add to build</i>)	[3ba]	Vissim
RP-SB294 to WB88 (<i>add to build</i>)	[3bb]	Vissim
RP-NB294 to WB290	[3c]	IDOT
RP-WB290 to NB294	[3d]	Vissim
RP-NB294 to NB294 (<i>existing/no-build only</i>)	[3e]	use #89(Vissim)minus IDOT for WB290ramp
Segment Block 4: 15 Segments		
RP-WB Lake St to WB290	[4a]	IDOT
RP-WB290 to WB North Ave	[4c]	IDOT
RP-SB294 to WB290	[4d]	Vissim
RP-WB290 to EB Lake St	[4e]	IDOT
RP-WB North Ave to WB290	[4b]	IDOT
RP-EB North Ave/Lake St to NB294	[4g]	Vissim
RP-EB North Ave to EB290	[4h]	IDOT
RP-EB St. Charles to EB290	[4s]	IDOT
RP-EB St. Charles to WB290 (<i>existing/no-build only</i>)	[4t]	IDOT
RP-EB290 to EB St. Charles	[4u]	IDOT
RP-EB290 to WB St. Charles	[4v]	IDOT
RP-WB St. Charles to EB290	[4w]	IDOT
RP-WB290 to EB St. Charles (<i>existing/no-build only</i>)	[4x]	IDOT
RP-WB290 to WB St. Charles	[4y]	IDOT

RP-WB St. Charles to WB290 [4z] IDOT

Segment Block 5: None (EOWA Exclusion Area)

Segment Block 6: 2 Segments

OS-SB294 [6a] Vissim
 OS-NB294 [6b] Vissim

Segment Block 7: 5 Segments

RP-SB294 to WB Irving Park [7a] Vissim
 RP-SB294 to EB Irving Park [7c] Vissim
 RP-EB Irving Park to NB294 [7e] Vissim
 RP-WB Irving Park to NB294 [7f] Vissim
 ML-SB294-07x (existing/no-build only) [7x] Vissim

Segment Block 8: 1 Segment

TL-SB294 near O'Hare (existing/no-build only) [8a] Vissim

Segment Block 9: 2 Segments

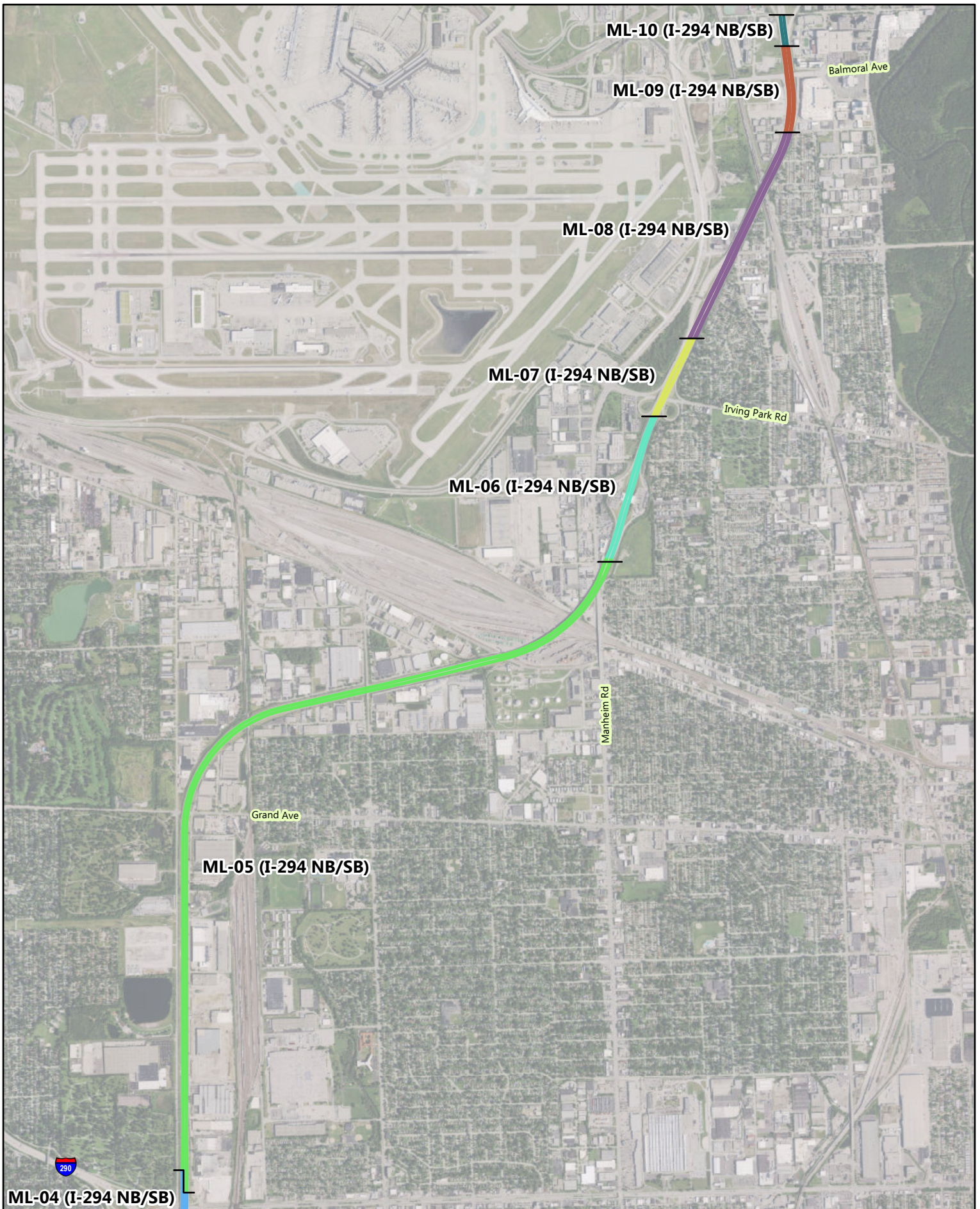
RP-EB/WB Balmoral to SB294 [9a] Vissim
 RP-NB294 to EB/WB Balmoral [9b] Vissim

Segment Block 10: 2 Segments

RP-EB190 to SB294 [10a] Vissim
 RP-NB294 to WB190 [10b] Vissim

General Side Streets:

Roosevelt Road na IDOT
 Butterfield Road na IDOT
 Electric Avenue na IDOT
 St. Charles Road na IDOT
 North Avenue na IDOT
 Lake Street na IDOT
 Grand Avenue na IDOT
 Manheim Road na IDOT
 Irving Park Road na IDOT
 Lawrence Avenue na IDOT
 Balmoral Avenue na IDOT



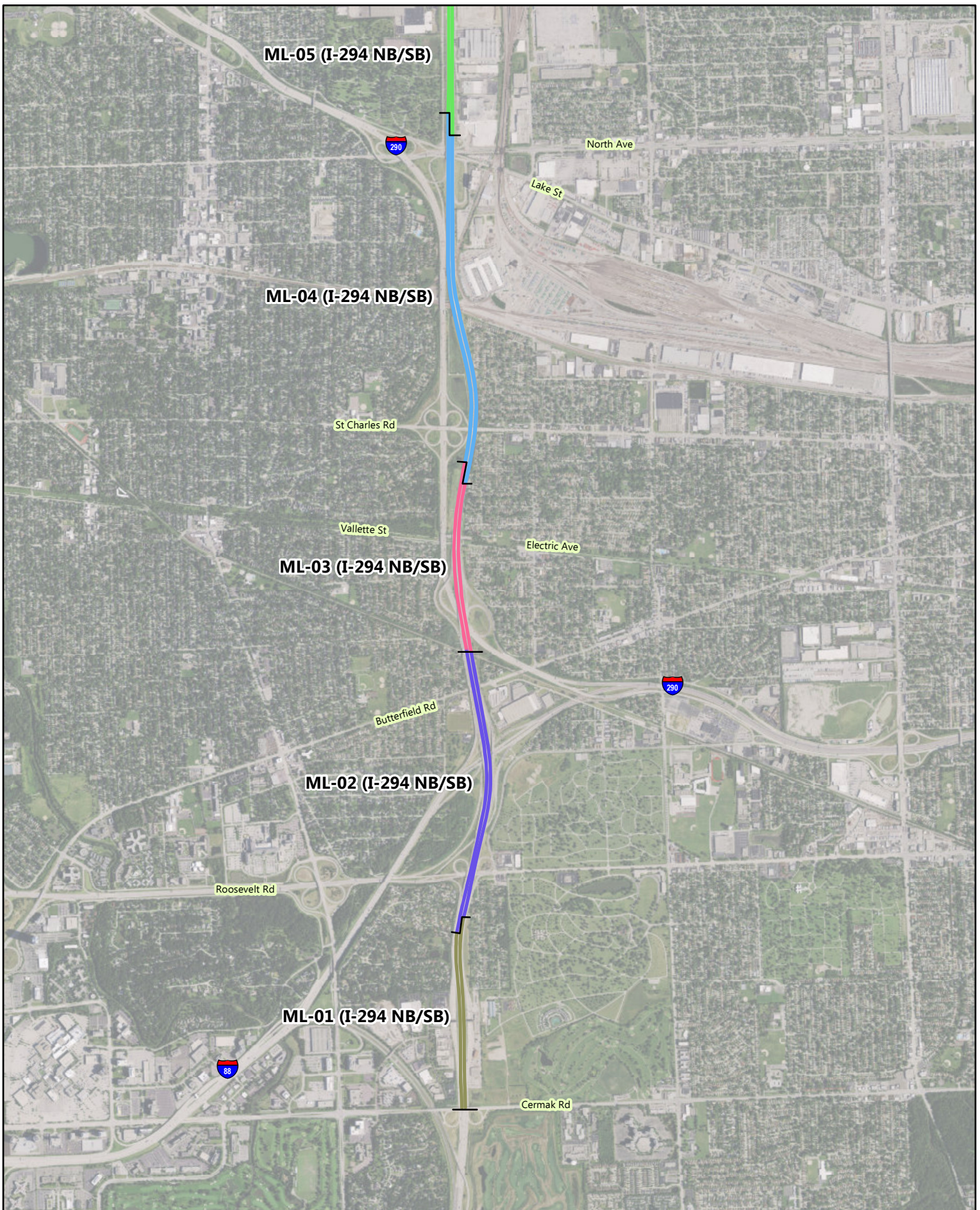
Tri-State Tollway (I-294)
 Roadway Study
 Traffic Noise Analysis

**(North) Segments
 for Mainline I-294**

TNM Segment Identification

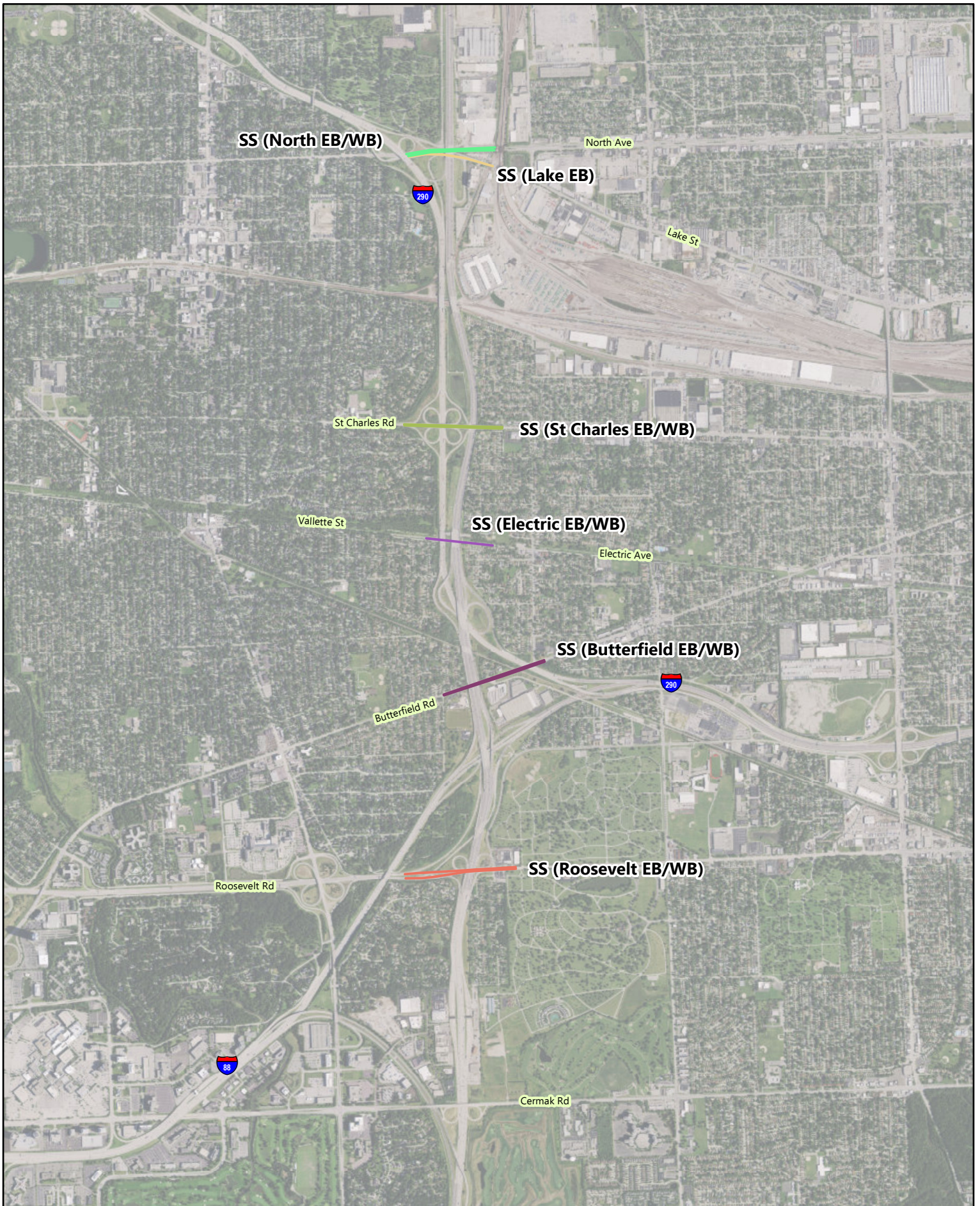


Service Layer Credits: Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

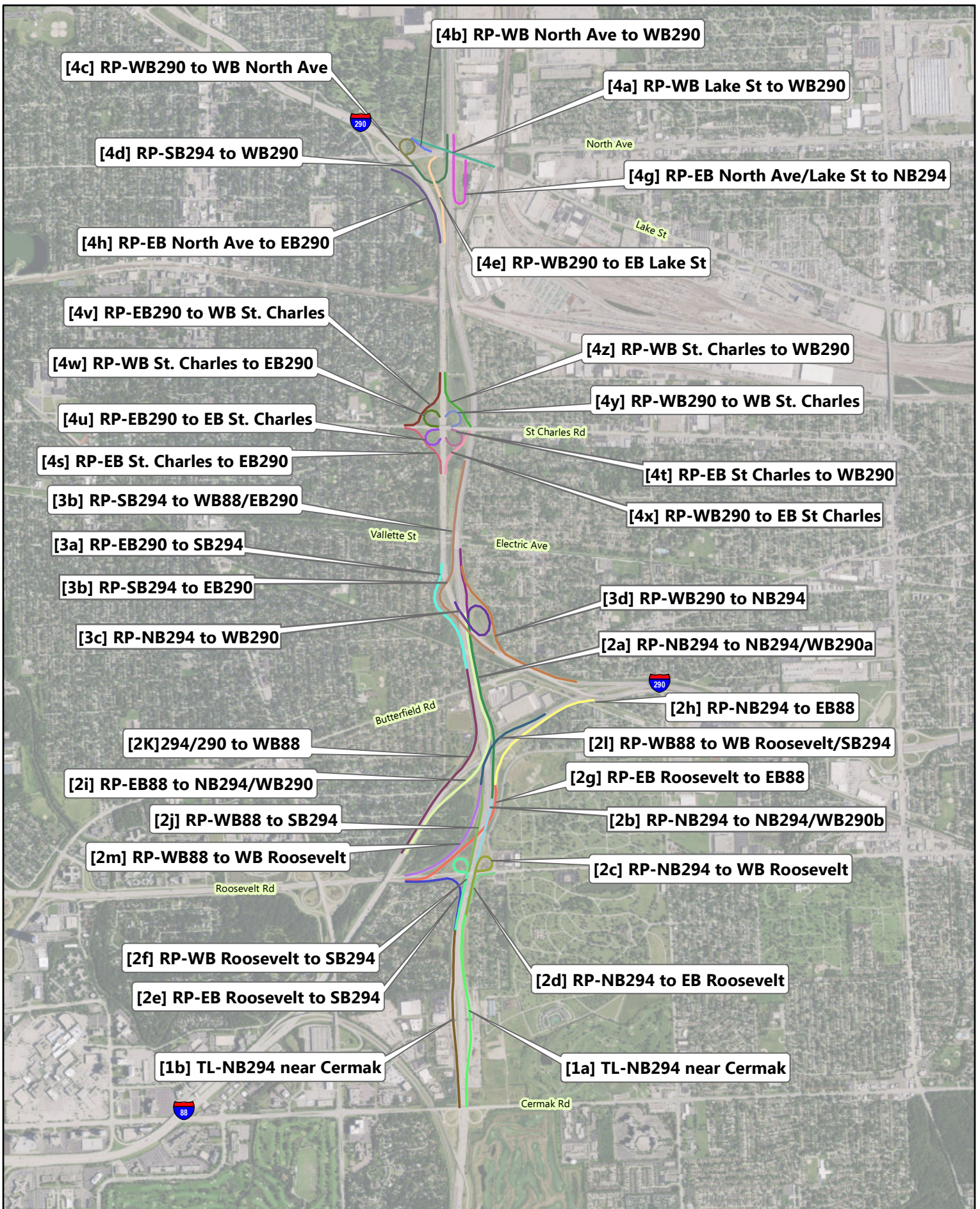




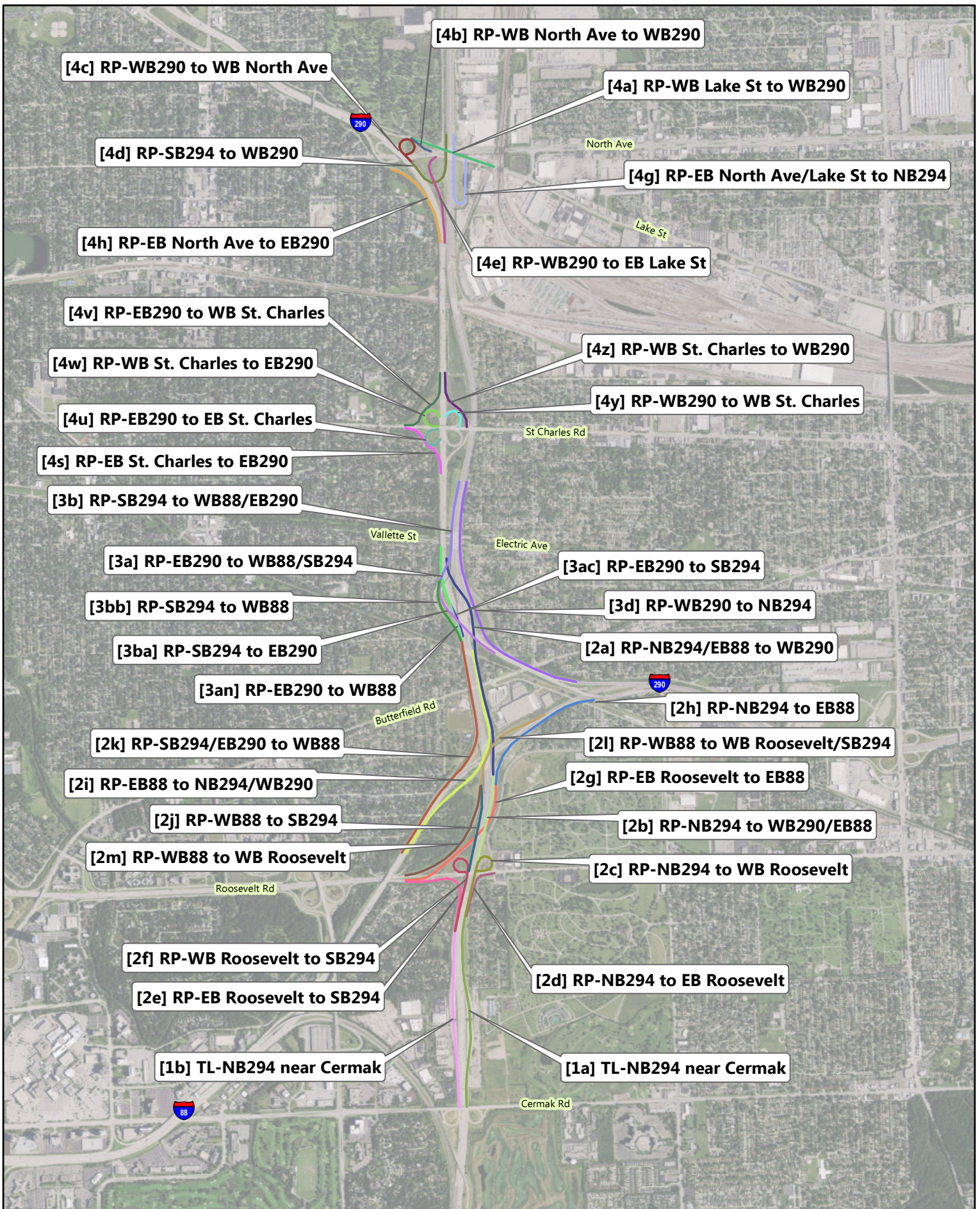












Traffic Data Converted to TNM Segments

Existing

EXISTING TRAFFIC

EXISTING TRAFFIC

EXISTING TRAFFIC

EXISTING TRAFFIC

294 Mainline - - - NB traffic volumes

AM AM AM AM AM

Northbound - Segment 1, **Total Traffic** 6,640

Vehicle Type	Veh/hr	Speed (mph)
Auto	5,644	55
Medium Truck	266	55
Heavy Truck	730	55

Northbound, Segment 1- Inside Lane (26 points)
ML-NB294-IL-01

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,822	55
Medium Truck	133	55
Heavy Truck	365	55

Northbound, Segment 1- Outside Lane (26 points)
ML-NB294-OL-01

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,822	55
Medium Truck	133	55
Heavy Truck	365	55

Northbound - Segment 2, **Total Traffic** 6,596

Vehicle Type	Veh/hr	Speed (mph)
Auto	5,607	55
Medium Truck	264	55
Heavy Truck	726	55

Northbound, Segment 2- Inside Lane (40 points)
ML-NB294-IL-02

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,804	55
Medium Truck	132	55
Heavy Truck	363	55

Northbound, Segment 2- Outside Lane (40 points)
ML-NB294-OL-02

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,804	55
Medium Truck	132	55
Heavy Truck	363	55

Northbound - Segment 3, **Total Traffic** 7,928

Vehicle Type	Veh/hr	Speed (mph)
Auto	6,739	55
Medium Truck	317	55
Heavy Truck	872	55

Northbound, Segment 3- Inside Lane (14 points)
ML-NB294-IL-03

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,370	55
Medium Truck	159	55
Heavy Truck	436	55

Northbound, Segment 3- Outside Lane (14 points)
ML-NB294-OL-03

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,370	55
Medium Truck	159	55
Heavy Truck	436	55

Northbound - Segment 4, **Total Traffic** 7,792

Vehicle Type	Veh/hr	Speed (mph)
Auto	6,623	55
Medium Truck	312	55
Heavy Truck	857	55

Northbound, Segment 4- Inside Lane (45 points)
ML-NB294-IL-04

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,312	55
Medium Truck	156	55
Heavy Truck	429	55

Northbound, Segment 4- Outside Lane (45 points)
ML-NB294-OL-04

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,312	55
Medium Truck	156	55
Heavy Truck	429	55

Northbound - Segment 5, **Total Traffic** 7,848

Vehicle Type	Veh/hr	Speed (mph)
Auto	6,671	55
Medium Truck	314	55
Heavy Truck	863	55

Northbound, Segment 5- Inside Lane (75 points)
ML-NB294-IL-05

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,336	55
Medium Truck	157	55
Heavy Truck	432	55

Northbound, Segment 5- Outside Lane (76 points)
ML-NB294-OL-05

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,336	55
Medium Truck	157	55
Heavy Truck	432	55

Northbound - Segment 6, **Total Traffic** 7,816

Vehicle Type	Veh/hr	Speed (mph)
Auto	6,644	55
Medium Truck	313	55
Heavy Truck	860	55

Northbound, Segment 6- Inside Lane (18 points)
ML-NB294-IL-06

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,322	55
Medium Truck	157	55
Heavy Truck	430	55

Northbound, Segment 6- Outside Lane (18 points)
ML-NB294-OL-06

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,322	55
Medium Truck	157	55
Heavy Truck	430	55

Northbound - Segment 7, **Total Traffic** 8,276

Vehicle Type	Veh/hr	Speed (mph)
Auto	7,035	55
Medium Truck	331	55
Heavy Truck	910	55

Northbound, Segment 7- Inside Lane (10 points)
ML-NB294-IL-07

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,518	55
Medium Truck	166	55
Heavy Truck	455	55

Northbound, Segment 7- Outside Lane (10 points)
ML-NB294-OL-07

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,518	55
Medium Truck	166	55
Heavy Truck	455	55

Northbound - Segment 8, **Total Traffic** 9,256

Vehicle Type	Veh/hr	Speed (mph)
Auto	7,868	55
Medium Truck	370	55
Heavy Truck	1,018	55

Northbound, Segment 8- Inside Lane (27 points)
ML-NB294-IL-08

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,623	55
Medium Truck	123	55
Heavy Truck	339	55

Northbound, Segment 8- Outside Lane (27 points)
ML-NB294-OL-08

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,623	55
Medium Truck	123	55
Heavy Truck	339	55

Northbound, Segment 8- SECOND Outside Lane (27 points)
ML-NB294-OL2-08

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,623	55
Medium Truck	123	55
Heavy Truck	339	55

Northbound - Segment 9, **Total Traffic** 9,296

Vehicle Type	Veh/hr	Speed (mph)
Auto	7,902	55
Medium Truck	372	55
Heavy Truck	1,023	55

Northbound, Segment 9- Inside Lane (15 points)
ML-NB294-IL-09

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,634	55
Medium Truck	124	55
Heavy Truck	341	55

Northbound, Segment 9- Outside Lane (15 points)
ML-NB294-OL-09

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,634	55
Medium Truck	124	55
Heavy Truck	341	55

Northbound, Segment 9- SECOND Outside Lane (15 points)
ML-NB294-OL2-09

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,634	55
Medium Truck	124	55
Heavy Truck	341	55

Northbound - Segment 10, **Total Traffic** 5,768

Vehicle Type	Veh/hr	Speed (mph)
Auto	4,903	55
Medium Truck	231	55
Heavy Truck	634	55

Northbound, Segment 10- Inside Lane (3 points)
ML-NB294-IL-10

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,452	55
Medium Truck	116	55
Heavy Truck	317	55

Northbound, Segment 10- Outside Lane (3 points)
ML-NB294-OL-10

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,452	55
Medium Truck	116	55
Heavy Truck	317	55

EXISTING TRAFFIC **EXISTING TRAFFIC**
294 Mainline - - - SB traffic volumes

AM AM AM AM AM
Southbound - Segment 1, **Total Traffic** 4,200

Vehicle Type	Veh/hr	Speed (mph)
Auto	3,570	55
Medium Truck	168	55
Heavy Truck	462	55

Southbound, Segment 1- Inside Lane (26 points)

ML-SB294-IL-01	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,785	55
	Medium Truck	84	55
	Heavy Truck	231	55

Southbound, Segment 1- Outside Lane (21 points)

ML-SB294-OL-01	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,785	55
	Medium Truck	84	55
	Heavy Truck	231	55

EXISTING TRAFFIC

Southbound - Segment 2, **Total Traffic** 4,896

Vehicle Type	Veh/hr	Speed (mph)
Auto	4,162	55
Medium Truck	196	55
Heavy Truck	539	55

Southbound, Segment 2- Inside Lane (39 points)

ML-SB294-IL-02	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,081	55
	Medium Truck	98	55
	Heavy Truck	270	55

Southbound, Segment 2- Outside Lane (39 points)

ML-SB294-OL-02	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,081	55
	Medium Truck	98	55
	Heavy Truck	270	55

Southbound - Segment 3, **Total Traffic** 6,740

Vehicle Type	Veh/hr	Speed (mph)
Auto	5,729	55
Medium Truck	270	55
Heavy Truck	741	55

Southbound, Segment 3- Inside Lane (22 points)

ML-SB294-IL-03	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,865	55
	Medium Truck	135	55
	Heavy Truck	371	55

Southbound, Segment 3- Outside Lane (22 points)

ML-SB294-OL-03	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,865	55
	Medium Truck	135	55
	Heavy Truck	371	55

Southbound - Segment 4, **Total Traffic** 5,644

Vehicle Type	Veh/hr	Speed (mph)
Auto	4,797	55
Medium Truck	226	55
Heavy Truck	621	55

Southbound, Segment 4- Inside Lane (44 points)

ML-SB294-IL-04	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,399	55
	Medium Truck	113	55
	Heavy Truck	311	55

Southbound, Segment 4- Outside Lane (44 points)

ML-SB294-OL-04	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,399	55
	Medium Truck	113	55
	Heavy Truck	311	55

Southbound - Segment 5, **Total Traffic** 7,104

Vehicle Type	Veh/hr	Speed (mph)
Auto	6,038	55
Medium Truck	284	55
Heavy Truck	781	55

Southbound, Segment 5- Inside Lane (76 points)

ML-SB294-IL-05	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,019	55
	Medium Truck	142	55
	Heavy Truck	391	55

Southbound, Segment 5- Outside Lane (76 points)

ML-SB294-OL-05	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,019	55
	Medium Truck	142	55
	Heavy Truck	391	55

Southbound - Segment 6, **Total Traffic** 7,080

Vehicle Type	Veh/hr	Speed (mph)
Auto	6,018	55
Medium Truck	283	55
Heavy Truck	779	55

Southbound, Segment 6- Inside Lane (18 points)

ML-SB294-IL-06	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,009	55
	Medium Truck	142	55
	Heavy Truck	390	55

Southbound, Segment 6- Outside Lane (18 points)

ML-SB294-OL-06	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,009	55
	Medium Truck	142	55
	Heavy Truck	390	55

Southbound - Segment 7, **Total Traffic** 6,744

Vehicle Type	Veh/hr	Speed (mph)
Auto	5,732	55
Medium Truck	270	55
Heavy Truck	742	55

Southbound, Segment 7- Inside Lane (10 points)

ML-SB294-IL-07	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,866	55
	Medium Truck	135	55
	Heavy Truck	371	55

Southbound, Segment 7- Outside Lane (10 points)

ML-SB294-OL-07	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,866	55
	Medium Truck	135	55
	Heavy Truck	371	55

Southbound - Segment 8, **Total Traffic** 6,764

Vehicle Type	Veh/hr	Speed (mph)
Auto	5,749	55
Medium Truck	271	55
Heavy Truck	744	55

Southbound, Segment 8- Inside Lane (27 points)

ML-SB294-IL-08	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,916	55
	Medium Truck	90	55
	Heavy Truck	248	55

Southbound, Segment 8- Outside Lane (27 points)

ML-SB294-OL-08	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,916	55
	Medium Truck	90	55
	Heavy Truck	248	55

Southbound, Segment 8- SECOND Outside Lane (15 points)

ML-SB294-OL2-08	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,916	55
	Medium Truck	90	55
	Heavy Truck	248	55

Southbound - Segment 9, **Total Traffic** 8,080

Vehicle Type	Veh/hr	Speed (mph)
Auto	6,868	55
Medium Truck	323	55
Heavy Truck	889	55

Southbound, Segment 9- inside Lane (15 points)

ML-SB294-IL-09	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,289	55
	Medium Truck	108	55
	Heavy Truck	296	55

Southbound, Segment 9- Outside Lane (15 points)

ML-SB294-OL-09	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,289	55
	Medium Truck	108	55
	Heavy Truck	296	55

Southbound, Segment 9- SECOND Outside Lane (15 points)

ML-SB294-OL2-09	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,289	55
	Medium Truck	108	55
	Heavy Truck	296	55

Southbound - Segment 10, **Total Traffic** 7,080

Vehicle Type	Veh/hr	Speed (mph)
Auto	6,018	55
Medium Truck	283	55
Heavy Truck	779	55

Southbound, Segment 10- Inside Lane (3 points)

ML-SB294-IL-10	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,009	55
	Medium Truck	142	55
	Heavy Truck	390	55

Southbound, Segment 10- Outside Lane (3 points)

ML-SB294-OL-10	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,009	55
	Medium Truck	142	55
	Heavy Truck	390	55

EXISTING TRAFFIC - Calculated from IDOT AADT

EXISTING TRAFFIC - Calculated from IDOT AADT

SIDE STREETS

Segment Block 1 - No Side Streets

Segment Block 2: 2 Streets

Eastbound Roosevelt (8 points)
ML-EB Roosevelt

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,377	45
Medium Truck	65	45
Heavy Truck	178	45
1,620		

Westbound Roosevelt (8 points)
ML-WB Roosevelt

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,377	45
Medium Truck	65	45
Heavy Truck	178	45
1,620		

Eastbound, Butterfield (3 points)
ML-EB Butterfield

Vehicle Type	Veh/hr	Speed (mph)
Auto	709	35
Medium Truck	33	35
Heavy Truck	92	35
834		

Westbound, Butterfield (3 points)
ML-WB Butterfield

Vehicle Type	Veh/hr	Speed (mph)
Auto	709	35
Medium Truck	33	35
Heavy Truck	92	35
834		

Segment Block 3: 2 Streets

Eastbound & Westbound Electric (2 points, No Traffic Input)
ML-EB/WB Electric Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		
348		

NA - one line represents both directions
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (4 points, No Traffic Input)
DS-CNlineBlock3

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail track
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 4: 5 Streets

Eastbound, Lake St (5 points)
ML-EB Lake St

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,663	40
Medium Truck	78	40
Heavy Truck	215	40
1,956		

NA (Westbound Lake is a ramp in model area)
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Eastbound, North Ave (4 points, No Traffic Input)
ML-EB North Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,982	40
Medium Truck	93	40
Heavy Truck	257	40
2,332		

Westbound, North Ave (4 points, No Traffic Input)
ML-WB North Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,982	40
Medium Truck	93	40
Heavy Truck	257	40
2,332		

Eastbound, St. Charles (6 points)
ML-EB St. Charles

Vehicle Type	Veh/hr	Speed (mph)
Auto	768	30
Medium Truck	36	30
Heavy Truck	99	30
903		

Westbound, St. Charles (6 points)
ML-WB St. Charles

Vehicle Type	Veh/hr	Speed (mph)
Auto	768	30
Medium Truck	36	30
Heavy Truck	99	30
903		

Dummy Street for Rail Topography (6 points, No Traffic Input)
DS-UPspur

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (6 points, No Traffic Input)
DS-UPyard

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 5: 3 Streets

Northbound, Manheim (7 points)
ML-NB Manheim

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,270	40
Medium Truck	107	40
Heavy Truck	294	40
2,671		

Southbound, Manheim (7 points)
ML-SB Manheim

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,270	40
Medium Truck	107	40
Heavy Truck	294	40
2,671		

Eastbound & Westbound Grand Ave (2 points, No Traffic Input)
ML-EB/WB Grand Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,740	40
Medium Truck	129	40
Heavy Truck	355	40
3,224		

NA - one line represents both directions
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (2 points, No Traffic Input)
DS-Upline

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 6: No Side Streets

Segment Block 7: 1 Street

Eastbound, Irving Park (6 points)
ML-EB Irving Park

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,895	40
Medium Truck	89	40
Heavy Truck	245	40
2,229		

Westbound, Irving Park (6 points)
ML-WB Irving Park

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,895	40
Medium Truck	89	40
Heavy Truck	245	40
2,229		

Segment Block 8: 2 Streets

Eastbound & Westbound Lawrence Ave (4 points, No Traffic Input)
ML-EB/WB Lawrence Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,780	35
Medium Truck	84	35
Heavy Truck	230	35
2,094		

NA - one line represents both directions
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (2 points, No Traffic Input)
DS-CNlineblock8

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 9: 1 Street

Eastbound, Balmoral (4 points)
ML-EB Balmoral

Vehicle Type	Veh/hr	Speed (mph)
Auto	724	40
Medium Truck	34	40
Heavy Truck	94	40
852		

Westbound, Balmoral (4 points)
ML-WB Balmoral

Vehicle Type	Veh/hr	Speed (mph)
Auto	724	40
Medium Truck	34	40
Heavy Truck	94	40
852		

290 and 88 Mainline - EB **EXISTING TRAFFIC - Calculated from IDOT AADT** **EXISTING TRAFFIC - Calculated from IDOT AADT** **EXISTING TRAFFIC - Calculated from IDOT AADT** **290 and 88 Mainline - WB**

I-290, I-290, I-290, I-290, I-290, I-290

Eastbound, Segment 1- Inside Lane (12 points)

ML-EB290-X01	ML-EB290-IL-X01	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 6,300		Auto	3,749	55
		Medium Truck	176	55
		Heavy Truck	485	55

Eastbound, Segment 2- Inside Lane (9 points)

ML-EB290-X02	ML-EB290-IL-X02	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,200		Auto	4,284	55
		Medium Truck	202	55
		Heavy Truck	554	55

Eastbound, Segment 3- Inside Lane (2 points)

ML-EB290-X03	ML-EB290-IL-X03	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,200		Auto	4,284	55
		Medium Truck	202	55
		Heavy Truck	554	55

Eastbound, Segment 4- Inside Lane (4 points)

ML-EB290-X04	ML-EB290-IL-X04	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,200		Auto	4,284	55
		Medium Truck	202	55
		Heavy Truck	554	55

Eastbound, Segment 5- Inside Lane (19 points)

ML-EB290-X05	ML-EB290-IL-X05	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 6,984		Auto	4,155	55
		Medium Truck	196	55
		Heavy Truck	538	55

Eastbound, Segment 6- Inside Lane (6 points)

ML-EB290-X06	ML-EB290-IL-X06	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 5,694		Auto	3,388	55
		Medium Truck	159	55
		Heavy Truck	438	55

I-88, I-88, I-88, I-88, I-88, I-88
Eastbound, Segment 1 (22 points)

ML-EB88	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 6,687	Auto	5,684	55
	Medium Truck	267	55
	Heavy Truck	736	55

Eastbound, Segment 1- Outside Lane (12 points)

ML-EB290-OL-X01	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,607	55
	Medium Truck	76	55
	Heavy Truck	208	55

Eastbound, Segment 2- Outside Lane (9 points)

ML-EB290-OL-X02	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,836	55
	Medium Truck	86	55
	Heavy Truck	238	55

Eastbound, Segment 3- Outside Lane (2 points)

ML-EB290-OL-X03	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,836	55
	Medium Truck	86	55
	Heavy Truck	238	55

Eastbound, Segment 4- Outside Lane (4 points)

ML-EB290-OL-X04	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,836	55
	Medium Truck	86	55
	Heavy Truck	238	55

Eastbound, Segment 5- Outside Lane (9 points)

ML-EB290-OL-X05	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,781	55
	Medium Truck	84	55
	Heavy Truck	230	55

Eastbound, Segment 6- Outside Lane (6 points)

RP-EB290 to Manheim	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,452	55
	Medium Truck	68	55
	Heavy Truck	188	55

ML-WB290-X01
DHV (both lanes)

6,300

ML-WB290-X02
DHV (both lanes)

7,200

ML-WB290-X03
DHV (both lanes)

7,200

ML-WB290-X04
DHV (both lanes)

7,200

ML-WB290-X05
DHV (both lanes)

6,984

ML-WB290-X06
DHV (both lanes)

--

ML-EB88
DHV (both lanes)

6,687

Westbound, Segment 1- Inside Lane (12 points)

ML-WB290-X01	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,749	55
	Medium Truck	176	55
	Heavy Truck	485	55

Westbound, Segment 2- Inside Lane (9 points)

ML-WB290-IL-X02	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,284	55
	Medium Truck	202	55
	Heavy Truck	554	55

Westbound, Segment 3- Inside Lane (2 points)

ML-WB290-IL-X03	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,284	55
	Medium Truck	202	55
	Heavy Truck	554	55

Westbound, Segment 4- Inside Lane (4 points)

ML-WB290-IL-X04	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,284	55
	Medium Truck	202	55
	Heavy Truck	554	55

Westbound, Segment 5- Inside Lane (23 points)

ML-WB290-IL-X05	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,155	55
	Medium Truck	196	55
	Heavy Truck	538	55

I-88, I-88, I-88, I-88, I-88, I-88
Westbound, Segment 1 (21 points)

ML-EB88	Vehicle Type	Veh/hr	Speed (mph)
	Auto	5,684	55
	Medium Truck	267	55
	Heavy Truck	736	55

Westbound, Segment 1- Outside Lane (12 points)

ML-WB290-OL-X01	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,607	55
	Medium Truck	76	55
	Heavy Truck	208	55

Westbound, Segment 2- Outside Lane (8 points)

ML-WB290-OL-X02	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,836	55
	Medium Truck	86	55
	Heavy Truck	238	55

Westbound, Segment 3- Outside Lane (2 points)

ML-WB290-OL-X03	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,836	55
	Medium Truck	86	55
	Heavy Truck	238	55

Westbound, Segment 4- Outside Lane (4 points)

ML-WB290-OL-X04	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,836	55
	Medium Truck	86	55
	Heavy Truck	238	55

Westbound, Segment 5- Outside Lane (14 points)

ML-WB290-OL-X05	Vehicle Type	Veh/hr	Speed (mph)
	Auto	1,781	55
	Medium Truck	84	55
	Heavy Truck	230	55

Traffic Data Converted to TNM Segments

Build

BUILD TRAFFIC

294 Mainline - - NB traffic volumes

AM	AM	AM	AM	AM
Northbound - Segment 1, Total Traffic				
			7,912	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	6,725	55		
Medium Truck	316	55		
Heavy Truck	870	55		
Northbound - Segment 2, Total Traffic				
			8,296	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,052	55		
Medium Truck	332	55		
Heavy Truck	913	55		
Northbound - Segment 3, Total Traffic				
			9,776	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	8,310	55		
Medium Truck	391	55		
Heavy Truck	1,075	55		
Northbound - Segment 4, Total Traffic				
			10,308	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	8,762	55		
Medium Truck	412	55		
Heavy Truck	1,134	55		
Northbound - Segment 5, Total Traffic				
			10,324	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	8,775	55		
Medium Truck	413	55		
Heavy Truck	1,136	55		
Northbound - Segment 6, Total Traffic				
			6,972	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	5,926	55		
Medium Truck	279	55		
Heavy Truck	767	55		
Northbound - Segment 7, Total Traffic				
			7,076	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	6,015	55		
Medium Truck	283	55		
Heavy Truck	778	55		
Northbound - Segment 8, Total Traffic				
			8,092	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	6,878	55		
Medium Truck	324	55		
Heavy Truck	890	55		
Northbound - Segment 9, Total Traffic				
			8,068	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	6,858	55		
Medium Truck	323	55		
Heavy Truck	887	55		
Northbound - Segment 10, Total Traffic				
			5,172	
Vehicle Type	Veh/hr	Speed (mph)		
Auto	4,396	55		
Medium Truck	207	55		
Heavy Truck	569	55		

BUILD TRAFFIC

<i>Northbound, Segment 1- Inside Lane (26 points)</i>			
ML-NB294-IL-01	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,363	55
	Medium Truck	158	55
	Heavy Truck	435	55
<i>Northbound, Segment 2- Inside Lane (40 points)</i>			
ML-NB294-IL-02	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,526	55
	Medium Truck	166	55
	Heavy Truck	457	55
<i>Northbound, Segment 3- Inside Lane (14 points)</i>			
ML-NB294-IL-03	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,155	55
	Medium Truck	196	55
	Heavy Truck	538	55
<i>Northbound, Segment 4- Inside Lane (45 points)</i>			
ML-NB294-IL-04	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,381	55
	Medium Truck	206	55
	Heavy Truck	567	55
<i>Northbound, Segment 5- Inside Lane (75 points)</i>			
ML-NB294-IL-05	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,388	55
	Medium Truck	207	55
	Heavy Truck	568	55
<i>Northbound, Segment 6- Inside Lane (18 points)</i>			
ML-NB294-IL-06	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,963	55
	Medium Truck	140	55
	Heavy Truck	384	55
<i>Northbound, Segment 7- Inside Lane (10 points)</i>			
ML-NB294-IL-07	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,008	55
	Medium Truck	142	55
	Heavy Truck	389	55
<i>Northbound, Segment 8- Inside Lane (27 points)</i>			
ML-NB294-IL-08	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,293	55
	Medium Truck	108	55
	Heavy Truck	297	55
<i>Northbound, Segment 9- Inside Lane (15 points)</i>			
ML-NB294-IL-09	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,286	55
	Medium Truck	108	55
	Heavy Truck	296	55
<i>Northbound, Segment 10- Inside Lane (3 points)</i>			
ML-NB294-IL-10	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,198	55
	Medium Truck	104	55
	Heavy Truck	285	55

BUILD TRAFFIC

<i>Northbound, Segment 1- Outside Lane (26 points)</i>			
ML-NB294-OL-01	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,363	55
	Medium Truck	158	55
	Heavy Truck	435	55
<i>Northbound, Segment 2- Outside Lane (40 points)</i>			
ML-NB294-OL-02	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,526	55
	Medium Truck	166	55
	Heavy Truck	457	55
<i>Northbound, Segment 3- Outside Lane (14 points)</i>			
ML-NB294-OL-03	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,155	55
	Medium Truck	196	55
	Heavy Truck	538	55
<i>Northbound, Segment 4- Outside Lane (45 points)</i>			
ML-NB294-OL-04	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,381	55
	Medium Truck	206	55
	Heavy Truck	567	55
<i>Northbound, Segment 5- Outside Lane (76 points)</i>			
ML-NB294-OL-05	Vehicle Type	Veh/hr	Speed (mph)
	Auto	4,388	55
	Medium Truck	207	55
	Heavy Truck	568	55
<i>Northbound, Segment 6- Outside Lane (18 points)</i>			
ML-NB294-OL-06	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,963	55
	Medium Truck	140	55
	Heavy Truck	384	55
<i>Northbound, Segment 7- Outside Lane (10 points)</i>			
ML-NB294-OL-07	Vehicle Type	Veh/hr	Speed (mph)
	Auto	3,008	55
	Medium Truck	142	55
	Heavy Truck	389	55
<i>Northbound, Segment 8- Outside Lane (27 points)</i>			
ML-NB294-OL-08	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,293	55
	Medium Truck	108	55
	Heavy Truck	297	55
<i>Northbound, Segment 9- Outside Lane (15 points)</i>			
ML-NB294-OL-09	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,286	55
	Medium Truck	108	55
	Heavy Truck	296	55
<i>Northbound, Segment 10- Outside Lane (3 points)</i>			
ML-NB294-OL-10	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,198	55
	Medium Truck	104	55
	Heavy Truck	285	55

BUILD TRAFFIC

<i>Northbound, Segment 8- SECOND Outside Lane (27 points)</i>			
ML-NB294-OL2-08	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,293	55
	Medium Truck	108	55
	Heavy Truck	297	55
<i>Northbound, Segment 9- SECOND Outside Lane (15 points)</i>			
ML-NB294-OL2-09	Vehicle Type	Veh/hr	Speed (mph)
	Auto	2,286	55
	Medium Truck	108	55
	Heavy Truck	296	55

294 Mainline - - SB traffic volumes

AM	AM	AM	AM	AM
Southbound - Segment 1, Total Traffic				
				6,216
Vehicle Type	Veh/hr	Speed (mph)		
Auto	5,284	55		
Medium Truck	249	55		
Heavy Truck	684	55		
Southbound - Segment 2, Total Traffic				
				7,284
Vehicle Type	Veh/hr	Speed (mph)		
Auto	6,191	55		
Medium Truck	291	55		
Heavy Truck	801	55		
Southbound - Segment 3, Total Traffic				
				9,780
Vehicle Type	Veh/hr	Speed (mph)		
Auto	8,313	55		
Medium Truck	391	55		
Heavy Truck	1,076	55		
Southbound - Segment 4, Total Traffic				
				7,648
Vehicle Type	Veh/hr	Speed (mph)		
Auto	6,501	55		
Medium Truck	306	55		
Heavy Truck	841	55		
Southbound - Segment 5, Total Traffic				
				10,444
Vehicle Type	Veh/hr	Speed (mph)		
Auto	8,877	55		
Medium Truck	418	55		
Heavy Truck	1,149	55		
Southbound - Segment 6, Total Traffic				
				8,304
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,058	55		
Medium Truck	332	55		
Heavy Truck	913	55		
Southbound - Segment 7, Total Traffic				
				9,472
Vehicle Type	Veh/hr	Speed (mph)		
Auto	8,051	55		
Medium Truck	379	55		
Heavy Truck	1,042	55		
Southbound - Segment 8, Total Traffic				
				9,388
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,980	55		
Medium Truck	376	55		
Heavy Truck	1,033	55		
Southbound - Segment 9, Total Traffic				
				9,392
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,983	55		
Medium Truck	376	55		
Heavy Truck	1,033	55		
Southbound - Segment 10, Total Traffic				
				8,956
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,613	55		
Medium Truck	358	55		
Heavy Truck	985	55		

BUILD TRAFFIC

Southbound, Segment 1 - Inside Lane (26 points)				
ML-SB294-IL-01	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,642	55	
	Medium Truck	125	55	
	Heavy Truck	342	55	
Southbound, Segment 2 - Inside Lane (39 points)				
ML-SB294-IL-02	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,096	55	
	Medium Truck	146	55	
	Heavy Truck	401	55	
Southbound, Segment 3 - Inside Lane (22 points)				
ML-SB294-IL-03	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,157	55	
	Medium Truck	196	55	
	Heavy Truck	538	55	
Southbound, Segment 4 - Inside Lane (44 points)				
ML-SB294-IL-04	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,251	55	
	Medium Truck	153	55	
	Heavy Truck	421	55	
Southbound, Segment 5 - Inside Lane (76 points)				
ML-SB294-IL-05	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,439	55	
	Medium Truck	209	55	
	Heavy Truck	575	55	
Southbound, Segment 6 - Inside Lane (18 points)				
ML-SB294-IL-06	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,529	55	
	Medium Truck	166	55	
	Heavy Truck	457	55	
Southbound, Segment 7 - Inside Lane (10 points)				
ML-SB294-IL-07	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,026	55	
	Medium Truck	190	55	
	Heavy Truck	521	55	
Southbound, Segment 8 - Inside Lane (27 points)				
ML-SB294-IL-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,660	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 9 - Inside Lane (15 points)				
ML-SB294-IL-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,661	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 10 - Inside Lane (3 points)				
ML-SB294-IL-10	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,807	55	
	Medium Truck	179	55	
	Heavy Truck	493	55	

BUILD TRAFFIC

Southbound, Segment 1 - Outside Lane (21 points)				
ML-SB294-OL-01	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,642	55	
	Medium Truck	125	55	
	Heavy Truck	342	55	
Southbound, Segment 2 - Outside Lane (39 points)				
ML-SB294-OL-02	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,096	55	
	Medium Truck	146	55	
	Heavy Truck	401	55	
Southbound, Segment 3 - Outside Lane (22 points)				
ML-SB294-OL-03	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,157	55	
	Medium Truck	196	55	
	Heavy Truck	538	55	
Southbound, Segment 4 - Outside Lane (44 points)				
ML-SB294-OL-04	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,251	55	
	Medium Truck	153	55	
	Heavy Truck	421	55	
Southbound, Segment 5 - Outside Lane (76 points)				
ML-SB294-OL-05	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,439	55	
	Medium Truck	209	55	
	Heavy Truck	575	55	
Southbound, Segment 6 - Outside Lane (18 points)				
ML-SB294-OL-06	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,529	55	
	Medium Truck	166	55	
	Heavy Truck	457	55	
Southbound, Segment 7 - Outside Lane (10 points)				
ML-SB294-OL-07	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,026	55	
	Medium Truck	190	55	
	Heavy Truck	521	55	
Southbound, Segment 8 - Outside Lane (27 points)				
ML-SB294-OL-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,660	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 9 - Outside Lane (15 points)				
ML-SB294-OL-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,661	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 10 - Outside Lane (3 points)				
ML-SB294-OL-10	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,807	55	
	Medium Truck	179	55	
	Heavy Truck	493	55	

BUILD TRAFFIC

BUILD TRAFFIC

BUILD TRAFI

Southbound, Segment 8 - SECOND Outside Lane (15 points)				
ML-SB294-OL2-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,660	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 9 - SECOND Outside Lane (15 points)				
ML-SB294-OL2-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,661	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	

Ramps, Tolls, & Oasis

Segment Block 1: 2 Segments			
TL-NB294 near Cermak	Vehicle Type	Veh/hr	Speed (mph)
[1a]	Auto	1,605	45
02: Cermak Toll NB	Medium Truck	76	45
	Heavy Truck	208	45
1,888			
TL-SB294 near Cermak	Vehicle Type	Veh/hr	Speed (mph)
[1b]	Auto	2,176	45
03: Cermak Toll SB	Medium Truck	102	45
	Heavy Truck	282	45
2,560			
Segment Block 2: 13 Segments			
RP-NB294 to NB294/WB290a	Vehicle Type	Veh/hr	Speed (mph)
[2a]	Auto	1,516	55
89: NB 294 to C-D for WB 290	Medium Truck	71	55
	Heavy Truck	196	55
1,784			
RP-NB294 to NB294/WB290b	Vehicle Type	Veh/hr	Speed (mph)
[2b]	Auto	1,734	55
31: NB 294 to EB/WB 290	Medium Truck	82	55
	Heavy Truck	224	55
2,040			
RP-NB294 to WB Roosevelt	Vehicle Type	Veh/hr	Speed (mph)
[2c]	Auto	898	45
30: NB 294 to WB Roosevelt	Medium Truck	42	45
	Heavy Truck	116	45
1,056			
RP-NB294 to EB Roosevelt	Vehicle Type	Veh/hr	Speed (mph)
[2d]	Auto	415	25
90: NB to EB Roosevelt ramp	Medium Truck	20	25
	Heavy Truck	54	25
488			
RP-EB Roosevelt to SB294	Vehicle Type	Veh/hr	Speed (mph)
[2e]	Auto	656	45
12: EB Roosevelt to SB 294	Medium Truck	31	45
	Heavy Truck	85	45
772			
RP-WB Roosevelt to SB294	Vehicle Type	Veh/hr	Speed (mph)
[2f]	Auto	850	45
11: WB Roosevelt to SB 294	Medium Truck	40	45
	Heavy Truck	110	45
1,000			
RP-EB Roosevelt to EB88	Vehicle Type	Veh/hr	Speed (mph)
[2g]	Auto	1,324	45
NA/IDOT	Medium Truck	62	45
	Heavy Truck	171	45
1,558			
RP-NB294 to EB88	Vehicle Type	Veh/hr	Speed (mph)
[2h]	Auto	2,153	45
NA/IDOT	Medium Truck	101	45
	Heavy Truck	279	45
2,532			
RP-EB88 to NB294/WB290	Vehicle Type	Veh/hr	Speed (mph)
[2i]	Auto	3,121	55
17: EB 88 to NB 294	Medium Truck	147	55
	Heavy Truck	404	55
3,672			
RP-WB88 to SB294	Vehicle Type	Veh/hr	Speed (mph)
[2j]	Auto	466	45
10: WB 88 to SB 294	Medium Truck	22	45
	Heavy Truck	60	45
548			

Segment Block 2: (cont.)			
RP-SB294 to WB88	Vehicle Type	Veh/hr	Speed (mph)
[2k]	Auto	2,343	45
27: SB 294 to WB 88	Medium Truck	110	45
	Heavy Truck	303	45
2,756			
RP-WB88 to WB Roosevelt/SB294	Vehicle Type	Veh/hr	Speed (mph)
[2l]	Auto	2,479	45
NA/IDOT	Medium Truck	117	45
	Heavy Truck	321	45
2,917			
RP-WB88 to WB Roosevelt	Vehicle Type	Veh/hr	Speed (mph)
[2m]	Auto	1,676	45
NA/IDOT	Medium Truck	79	45
	Heavy Truck	217	45
1,971			
Segment Block 3: 5 Segments			
RP-EB290 to SB294	Vehicle Type	Veh/hr	Speed (mph)
[3a]	Auto	2,258	45
09: SB 290 to SB 294	Medium Truck	106	45
	Heavy Truck	292	45
2,656			
note: 3a traffic split 60/40% between 3aa and 3ac, respectively			
RP-SB294 to EB290	Vehicle Type	Veh/hr	Speed (mph)
[3b]	Auto	3,250	45
26: SB 294 to EB 290	Medium Truck	153	45
	Heavy Truck	421	45
3,824			
note: 3b traffic split 12/88% between 3ba and 3bb, respectively			
RP-NB294 to WB290	Vehicle Type	Veh/hr	Speed (mph)
[3c]	Auto	0	20
NA/IDOT	Medium Truck	0	20
	Heavy Truck	0	20
0			
RP-WB290 to NB294	Vehicle Type	Veh/hr	Speed (mph)
[3d]	Auto	510	40
18: WB 290 to NB 294	Medium Truck	24	40
	Heavy Truck	66	40
600			
RP-NB294 to NB294	Vehicle Type	Veh/hr	Speed (mph)
[3e]	Auto	0	55
NA/IDOT	Medium Truck	0	55
	Heavy Truck	0	55
0			
Segment Block 4: 15 Segments			
RP-WB Lake St to WB290	Vehicle Type	Veh/hr	Speed (mph)
[4a]	Auto	3,674	40
NA/IDOT	Medium Truck	173	40
	Heavy Truck	475	40
4,322			
RP-WB290 to WB North Ave	Vehicle Type	Veh/hr	Speed (mph)
[4c]	Auto	845	30
NA/IDOT	Medium Truck	40	30
	Heavy Truck	109	30
994			
RP-SB294 to WB290	Vehicle Type	Veh/hr	Speed (mph)
[4d]	Auto	1,289	25
25: SB 294 to WB 290	Medium Truck	61	25
	Heavy Truck	167	25
1,516			

Segment Block 4: 15 Segments (cont.)			
RP-WB290 to EB Lake St	Vehicle Type	Veh/hr	Speed (mph)
[4e]	Auto	1,127	30
NA/IDOT	Medium Truck	53	30
	Heavy Truck	146	30
1,326			
RP-WB North Ave to WB290	Vehicle Type	Veh/hr	Speed (mph)
[4b]	Auto	789	40
NA/IDOT	Medium Truck	37	40
	Heavy Truck	102	40
928			
RP-EB North Ave/Lake St to NB294	Vehicle Type	Veh/hr	Speed (mph)
[4g]	Auto	1,078	25
19: Lake to NB 294	Medium Truck	51	25
	Heavy Truck	139	25
1,268			
RP-EB North Ave to EB290	Vehicle Type	Veh/hr	Speed (mph)
[4h]	Auto	563	45
NA/IDOT	Medium Truck	27	45
	Heavy Truck	73	45
663			
RP-EB St. Charles to EB290	Vehicle Type	Veh/hr	Speed (mph)
[4s]	Auto	270	45
NA/IDOT	Medium Truck	13	45
	Heavy Truck	35	45
318			
RP-EB St. Charles to WB290	Vehicle Type	Veh/hr	Speed (mph)
[4t]	Auto	0	45
NA/IDOT	Medium Truck	0	45
	Heavy Truck	0	45
0			
RP-EB290 to EB St. Charles	Vehicle Type	Veh/hr	Speed (mph)
[4u]	Auto	620	30
NA/IDOT	Medium Truck	29	30
	Heavy Truck	80	30
729			
RP-EB290 to WB St. Charles	Vehicle Type	Veh/hr	Speed (mph)
[4v]	Auto	248	30
NA/IDOT	Medium Truck	12	30
	Heavy Truck	32	30
292			
RP-WB St. Charles to EB290	Vehicle Type	Veh/hr	Speed (mph)
[4w]	Auto	135	45
NA/IDOT	Medium Truck	6	45
	Heavy Truck	18	45
159			
RP-WB290 to EB St. Charles	Vehicle Type	Veh/hr	Speed (mph)
[4x]	Auto	0	30
NA/IDOT	Medium Truck	0	30
	Heavy Truck	0	30
0			
RP-WB290 to WB St. Charles	Vehicle Type	Veh/hr	Speed (mph)
[4y]	Auto	237	30
NA/IDOT	Medium Truck	11	30
	Heavy Truck	31	30
278			
RP-WB St. Charles to WB290	Vehicle Type	Veh/hr	Speed (mph)
[4z]	Auto	597	45
NA/IDOT	Medium Truck	28	45
	Heavy Truck	77	45
703			
Segment Block 5: None			

Segment Block 6: 2 Segments			
OS-SB294	Vehicle Type	Veh/hr	Speed (mph)
[6a]	Auto	0	0
[8 and 24]	Medium Truck	0	0
	Heavy Truck	0	0
BLANK			
OS-NB294	Vehicle Type	Veh/hr	Speed (mph)
[6b]	Auto	0	0
[20 and 32]	Medium Truck	0	0
	Heavy Truck	0	0
BLANK			
Segment Block 7: 5 Segments			
RP-SB294 to WB Irving Park	Vehicle Type	Veh/hr	Speed (mph)
[7a]	Auto	221	30
88: SB 294 to WB Irving Park	Medium Truck	10	30
	Heavy Truck	29	30
260			
RP-SB294 to EB Irving Park	Vehicle Type	Veh/hr	Speed (mph)
[7c]	Auto	728	45
87: SB 294 to EB Irving Park	Medium Truck	34	45
	Heavy Truck	94	45
856			
RP-EB Irving Park to NB294	Vehicle Type	Veh/hr	Speed (mph)
[7e]	Auto	449	45
21: EB Irving Park to NB 294	Medium Truck	21	45
	Heavy Truck	58	45
528			
RP-WB Irving Park to NB294	Vehicle Type	Veh/hr	Speed (mph)
[7f]	Auto	911	45
22: WB Irving Park to NB 294	Medium Truck	43	45
	Heavy Truck	118	45
1,072			
ML-SB294-07x	Vehicle Type	Veh/hr	Speed (mph)
[7x]	Auto	0	55
07: O'Hare Toll to SB 294	Medium Truck	0	55
	Heavy Truck	0	55
0			
Segment Block 8: 1 Segment			
TL-SB294 near O'Hare	Vehicle Type	Veh/hr	Speed (mph)
[8a]	Auto	0	45
01: O'Hare Toll	Medium Truck	0	45
	Heavy Truck	0	45
0			
Segment Block 9: 2 Segments			
RP-EB/WB Balmoral to SB294	Vehicle Type	Veh/hr	Speed (mph)
[9a]	Auto	571	45
06: Balmoral to SB 294	Medium Truck	27	45
	Heavy Truck	74	45
672			
RP-NB294 to EB/WB Balmoral	Vehicle Type	Veh/hr	Speed (mph)
[9b]	Auto	513	35
33: NB 294 to Balmoral	Medium Truck	24	35
	Heavy Truck	66	35
604			
Segment Block 10: 2 Segments			
RP-EB190 to SB294	Vehicle Type	Veh/hr	Speed (mph)
[10a]	Auto	1,530	45
05: EB 190 to SB 294	Medium Truck	72	45
	Heavy Truck	198	45
1,800			
RP-NB294 to WB190	Vehicle Type	Veh/hr	Speed (mph)
[10b]	Auto	2,217	45
34: NB 294 to 90 and 190	Medium Truck	104	45
	Heavy Truck	287	45
2,608			

SIDE STREETS (DHVs from Notes tab on points spreadsheet)

Segment Block 1 - No Side Streets

Segment Block 2: 2 Streets

Eastbound Roosevelt (8 points)
ML-EB Roosevelt

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,521	45
Medium Truck	72	45
Heavy Truck	197	45
DHV	1,790	

Eastbound, Butterfield (3 points)
ML-EB Butterfield

Vehicle Type	Veh/hr	Speed (mph)
Auto	783	35
Medium Truck	37	35
Heavy Truck	101	35
DHV	921	

Segment Block 3: 2 Streets

Eastbound & Westbound Electric (2 points, No Traffic Input)
ML-EB/WB Electric Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		
DHV	385	

Dummy Street for Rail Topography (4 points, No Traffic Input)
DS-CNlineBlock3

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 4: 5 Streets

Eastbound, Lake St (5 points)
ML-EB Lake St

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,837	40
Medium Truck	86	40
Heavy Truck	238	40
DHV	2,161	

Eastbound, North Ave (4 points, No Traffic Input)
ML-EB North Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,190	40
Medium Truck	103	40
Heavy Truck	283	40
DHV	2,577	

Eastbound, St. Charles (6 points)
ML-EB St. Charles

Vehicle Type	Veh/hr	Speed (mph)
Auto	848	30
Medium Truck	40	30
Heavy Truck	110	30
DHV	998	

Dummy Street for Rail Topography (6 points, No Traffic Input)
DS-UPspur

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (6 points, No Traffic Input)
DS-UPyard

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 5: 3 Streets

Northbound, Manheim (7 points)
ML-NB Manheim

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,508	40
Medium Truck	118	40
Heavy Truck	325	40
DHV	2,951	

Eastbound & Westbound Grand Ave (2 points, No Traffic Input)
ML-EB/WB Grand Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,740	40
Medium Truck	129	40
Heavy Truck	355	40
DHV	3,224	

Segment Block 6: No Side Streets

Dummy Street for Rail Topography (2 points, No Traffic Input)
DS-UPline

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 7: 1 Street

Eastbound, Irving Park (6 points)
ML-EB Irving Park

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,093	40
Medium Truck	99	40
Heavy Truck	271	40
DHV	2,463	

Segment Block 8: 2 Streets

Eastbound & Westbound Lawrence Ave (4 points, No Traffic Input)
ML-EB/WB Lawrence Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,967	35
Medium Truck	93	35
Heavy Truck	255	35
DHV	2,314	

Dummy Street for Rail Topography (2 points, No Traffic Input)
DS-CNlineblock8

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 9: 1 Street

Eastbound, Balmoral (4 points)
ML-EB Balmoral

Vehicle Type	Veh/hr	Speed (mph)
Auto	800	40
Medium Truck	38	40
Heavy Truck	104	40
DHV	941	

Westbound, North Ave (4 points, No Traffic Input)
ML-WB North Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,190	40
Medium Truck	103	40
Heavy Truck	283	40
DHV	2,577	

Westbound, St. Charles (6 points)
ML-WB St. Charles

Vehicle Type	Veh/hr	Speed (mph)
Auto	848	30
Medium Truck	40	30
Heavy Truck	110	30
DHV	998	

Segment Block 10: 3 Streets

Northbound, Manheim (7 points)
ML-NB Manheim

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,508	40
Medium Truck	118	40
Heavy Truck	325	40
DHV	2,951	

Eastbound & Westbound Grand Ave (2 points, No Traffic Input)
ML-EB/WB Grand Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,740	40
Medium Truck	129	40
Heavy Truck	355	40
DHV	3,224	

Segment Block 11: No Side Streets

Dummy Street for Rail Topography (2 points, No Traffic Input)
DS-UPline

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 12: 1 Street

Eastbound, Irving Park (6 points)
ML-EB Irving Park

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,093	40
Medium Truck	99	40
Heavy Truck	271	40
DHV	2,463	

Segment Block 13: 2 Streets

Eastbound & Westbound Lawrence Ave (4 points, No Traffic Input)
ML-EB/WB Lawrence Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,967	35
Medium Truck	93	35
Heavy Truck	255	35
DHV	2,314	

Dummy Street for Rail Topography (2 points, No Traffic Input)
DS-CNlineblock8

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 14: 1 Street

Eastbound, Balmoral (4 points)
ML-EB Balmoral

Vehicle Type	Veh/hr	Speed (mph)
Auto	800	40
Medium Truck	38	40
Heavy Truck	104	40
DHV	941	

Segment Block 15: 3 Streets

Southbound, Manheim (7 points)
ML-SB Manheim

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,508	40
Medium Truck	118	40
Heavy Truck	325	40
DHV	2,951	

NA - one line represents both directions
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 16: No Side Streets

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 17: 1 Street

Westbound, Irving Park (6 points)
ML-WB Irving Park

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,093	40
Medium Truck	99	40
Heavy Truck	271	40
DHV	2,463	

Segment Block 18: 2 Streets

NA - one line represents both directions
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 19: 1 Street

Westbound, Balmoral (4 points)
ML-WB Balmoral

Vehicle Type	Veh/hr	Speed (mph)
Auto	800	40
Medium Truck	38	40
Heavy Truck	104	40
DHV	941	

BUILD TRAFFIC - Calculated from IDOT AADT

BUILD TRAFFIC - Calculated from IDOT AADT

290 and 88 Mainline - EB (DHVs from Notes tab on points spreadsheet)

290 and 88 Mainline - WB (DHVs from Notes tab on points spreadsheet)

I-290, I-290, I-290, I-290, I-290, I-290, I-290, I-290

Eastbound, Segment 1- Inside Lane (12 points)

ML-EB290-X01	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 6,867	Auto	4,086	55
	Medium Truck	192	55
	Heavy Truck	529	55

Eastbound, Segment 2- Inside Lane (9 points)

ML-EB290-X02	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,848	Auto	4,670	55
	Medium Truck	220	55
	Heavy Truck	604	55

Eastbound, Segment 3- Inside Lane (2 points)

ML-EB290-X03	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,848	Auto	4,670	55
	Medium Truck	220	55
	Heavy Truck	604	55

Eastbound, Segment 4- Inside Lane (4 points)

ML-EB290-X04	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,848	Auto	4,670	55
	Medium Truck	220	55
	Heavy Truck	604	55

Eastbound, Segment 5- Inside Lane (19 points)

ML-EB290-X05	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,613	Auto	4,529	55
	Medium Truck	213	55
	Heavy Truck	586	55

Eastbound, Segment 6- Inside Lane (6 points)

ML-EB290-X06	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 6,206	Auto	3,693	55
	Medium Truck	174	55
	Heavy Truck	478	55

I-88, I-88, I-88, I-88, I-88, I-88

Eastbound, Segment 1 (22 points)

ML-EB88	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,155	Auto	6,082	55
	Medium Truck	286	55
	Heavy Truck	787	55

Eastbound, Segment 1- Outside Lane (12 points)

ML-EB290-OL-X01	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,623	Auto	1,751	55
	Medium Truck	82	55
	Heavy Truck	227	55

Eastbound, Segment 2- Outside Lane (9 points)

ML-EB290-OL-X02	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	2,001	55
	Medium Truck	94	55
	Heavy Truck	259	55

Eastbound, Segment 3- Outside Lane (2 points)

ML-EB290-OL-X03	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	2,001	55
	Medium Truck	94	55
	Heavy Truck	259	55

Eastbound, Segment 4- Outside Lane (4 points)

ML-EB290-OL-X04	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	2,001	55
	Medium Truck	94	55
	Heavy Truck	259	55

Eastbound, Segment 5- Outside Lane (9 points)

ML-EB290-OL-X05	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,451	Auto	1,941	55
	Medium Truck	91	55
	Heavy Truck	251	55

Eastbound, Segment 6- Outside Lane (6 points)

RP-EB290 to Manheim	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,426	Auto	1,583	55
	Medium Truck	74	55
	Heavy Truck	205	55

Westbound, Segment 1- Inside Lane (12 points)

ML-WB290-X01	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,623	Auto	4,536	55
	Medium Truck	213	55
	Heavy Truck	587	55

Westbound, Segment 2- Inside Lane (8 points)

ML-WB290-IL-X02	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	5,184	55
	Medium Truck	244	55
	Heavy Truck	671	55

Westbound, Segment 3- Inside Lane (2 points)

ML-WB290-IL-X03	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	5,184	55
	Medium Truck	244	55
	Heavy Truck	671	55

Westbound, Segment 4- Inside Lane (4 points)

ML-WB290-IL-X04	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	5,184	55
	Medium Truck	244	55
	Heavy Truck	671	55

Westbound, Segment 5- Inside Lane (23 points)

ML-WB290-IL-X05	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,451	Auto	5,028	55
	Medium Truck	237	55
	Heavy Truck	651	55

Westbound, Segment 6- Inside Lane (6 points)

ML-WB290-OL-X06	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,426	Auto	1,583	55
	Medium Truck	74	55
	Heavy Truck	205	55

I-88, I-88, I-88, I-88, I-88, I-88

Westbound, Segment 1 (21 points)

ML-WB88	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,426	Auto	7,162	55
	Medium Truck	337	55
	Heavy Truck	927	55

Westbound, Segment 1- Outside Lane (12 points)

ML-WB290-OL-X01	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,623	Auto	1,944	55
	Medium Truck	91	55
	Heavy Truck	252	55

Westbound, Segment 2- Outside Lane (8 points)

ML-WB290-OL-X02	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	2,222	55
	Medium Truck	105	55
	Heavy Truck	287	55

Westbound, Segment 3- Outside Lane (2 points)

ML-WB290-OL-X03	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	2,222	55
	Medium Truck	105	55
	Heavy Truck	287	55

Westbound, Segment 4- Outside Lane (4 points)

ML-WB290-OL-X04	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,712	Auto	2,222	55
	Medium Truck	105	55
	Heavy Truck	287	55

Westbound, Segment 5- Outside Lane (14 points)

ML-WB290-OL-X05	Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,451	Auto	2,155	55
	Medium Truck	101	55
	Heavy Truck	279	55

NOTE X05-OL has been removed from model but the distribution captured ramp traffic which is now shifted so leave distribution as is, volume captured on ramp

Traffic Data Converted to TNM Segments

No Build

No-BUILD TRAFFIC

No-BUILD TRAFFIC

No-BUILD TRAFFIC

No-BUILD TRAFFIC

294 Mainline - - - NB traffic volumes

AM	AM	AM	AM	AM
Northbound - Segment 1, Total Traffic 6,640				
Vehicle Type Veh/hr Speed (mph)				
Auto	5,644	55		
Medium Truck	266	55		
Heavy Truck	730	55		
Northbound - Segment 2, Total Traffic 6,596				
Vehicle Type Veh/hr Speed (mph)				
Auto	5,607	55		
Medium Truck	264	55		
Heavy Truck	726	55		
Northbound - Segment 3, Total Traffic 7,928				
Vehicle Type Veh/hr Speed (mph)				
Auto	6,739	55		
Medium Truck	317	55		
Heavy Truck	872	55		
Northbound - Segment 4, Total Traffic 7,792				
Vehicle Type Veh/hr Speed (mph)				
Auto	6,623	55		
Medium Truck	312	55		
Heavy Truck	857	55		
Northbound - Segment 5, Total Traffic 10,324				
Vehicle Type Veh/hr Speed (mph)				
Auto	8,775	55		
Medium Truck	413	55		
Heavy Truck	1,136	55		
Northbound - Segment 6, Total Traffic 6,972				
Vehicle Type Veh/hr Speed (mph)				
Auto	5,926	55		
Medium Truck	279	55		
Heavy Truck	767	55		
Northbound - Segment 7, Total Traffic 7,076				
Vehicle Type Veh/hr Speed (mph)				
Auto	6,015	55		
Medium Truck	283	55		
Heavy Truck	778	55		
Northbound - Segment 8, Total Traffic 8,092				
Vehicle Type Veh/hr Speed (mph)				
Auto	6,878	55		
Medium Truck	324	55		
Heavy Truck	890	55		
Northbound - Segment 9, Total Traffic 8,068				
Vehicle Type Veh/hr Speed (mph)				
Auto	6,858	55		
Medium Truck	323	55		
Heavy Truck	887	55		
Northbound - Segment 10, Total Traffic 5,172				
Vehicle Type Veh/hr Speed (mph)				
Auto	4,396	55		
Medium Truck	207	55		
Heavy Truck	569	55		

Northbound, Segment 1- Inside Lane (26 points)				
ML-NB294-IL-01	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,822	55	
	Medium Truck	133	55	
	Heavy Truck	365	55	
Northbound, Segment 2- Inside Lane (40 points)				
ML-NB294-IL-02	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,804	55	
	Medium Truck	132	55	
	Heavy Truck	363	55	
Northbound, Segment 3- Inside Lane (14 points)				
ML-NB294-IL-03	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,370	55	
	Medium Truck	159	55	
	Heavy Truck	436	55	
Northbound, Segment 4- Inside Lane (45 points)				
ML-NB294-IL-04	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,312	55	
	Medium Truck	156	55	
	Heavy Truck	429	55	
Northbound, Segment 5- Inside Lane (75 points)				
ML-NB294-IL-05	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,388	55	
	Medium Truck	207	55	
	Heavy Truck	568	55	
Northbound, Segment 6- Inside Lane (18 points)				
ML-NB294-IL-06	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,963	55	
	Medium Truck	140	55	
	Heavy Truck	384	55	
Northbound, Segment 7- Inside Lane (10 points)				
ML-NB294-IL-07	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,008	55	
	Medium Truck	142	55	
	Heavy Truck	389	55	
Northbound, Segment 8- Inside Lane (27 points)				
ML-NB294-IL-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,293	55	
	Medium Truck	108	55	
	Heavy Truck	297	55	
Northbound, Segment 9- Inside Lane (15 points)				
ML-NB294-IL-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,286	55	
	Medium Truck	108	55	
	Heavy Truck	296	55	
Northbound, Segment 10- Inside Lane (3 points)				
ML-NB294-IL-10	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,198	55	
	Medium Truck	104	55	
	Heavy Truck	285	55	

Northbound, Segment 1- Outside Lane (26 points)				
ML-NB294-OL-01	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,822	55	
	Medium Truck	133	55	
	Heavy Truck	365	55	
Northbound, Segment 2- Outside Lane (40 points)				
ML-NB294-OL-02	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,804	55	
	Medium Truck	132	55	
	Heavy Truck	363	55	
Northbound, Segment 3- Outside Lane (14 points)				
ML-NB294-OL-03	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,370	55	
	Medium Truck	159	55	
	Heavy Truck	436	55	
Northbound, Segment 4- Outside Lane (45 points)				
ML-NB294-OL-04	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,312	55	
	Medium Truck	156	55	
	Heavy Truck	429	55	
Northbound, Segment 5- Outside Lane (76 points)				
ML-NB294-OL-05	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,388	55	
	Medium Truck	207	55	
	Heavy Truck	568	55	
Northbound, Segment 6- Outside Lane (18 points)				
ML-NB294-OL-06	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,963	55	
	Medium Truck	140	55	
	Heavy Truck	384	55	
Northbound, Segment 7- Outside Lane (10 points)				
ML-NB294-OL-07	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,008	55	
	Medium Truck	142	55	
	Heavy Truck	389	55	
Northbound, Segment 8- Outside Lane (27 points)				
ML-NB294-OL-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,293	55	
	Medium Truck	108	55	
	Heavy Truck	297	55	
Northbound, Segment 9- Outside Lane (15 points)				
ML-NB294-OL-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,286	55	
	Medium Truck	108	55	
	Heavy Truck	296	55	
Northbound, Segment 10- Outside Lane (3 points)				
ML-NB294-OL-10	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,198	55	
	Medium Truck	104	55	
	Heavy Truck	285	55	

Northbound, Segment 8- SECOND Outside Lane (27 points)				
ML-NB294-OL2-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,293	55	
	Medium Truck	108	55	
	Heavy Truck	297	55	
Northbound, Segment 9- SECOND Outside Lane (15 points)				
ML-NB294-OL2-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,286	55	
	Medium Truck	108	55	
	Heavy Truck	296	55	

No-BUILD TRAFFIC

No-BUILD TRAFFIC

No-BUILD TRAFFIC

No-BUILD TRAFFIC

No-BUILD TRAFFIC

294 Mainline - - - SB traffic volumes

AM	AM	AM	AM	AM
Southbound - Segment 1, Total Traffic				
				4,200
Vehicle Type	Veh/hr	Speed (mph)		
Auto	3,570	55		
Medium Truck	168	55		
Heavy Truck	462	55		
Southbound - Segment 2, Total Traffic				
				4,896
Vehicle Type	Veh/hr	Speed (mph)		
Auto	4,162	55		
Medium Truck	196	55		
Heavy Truck	539	55		
Southbound - Segment 3, Total Traffic				
				6,740
Vehicle Type	Veh/hr	Speed (mph)		
Auto	5,729	55		
Medium Truck	270	55		
Heavy Truck	741	55		
Southbound - Segment 4, Total Traffic				
				5,644
Vehicle Type	Veh/hr	Speed (mph)		
Auto	4,797	55		
Medium Truck	226	55		
Heavy Truck	621	55		
Southbound - Segment 5, Total Traffic				
				10,444
Vehicle Type	Veh/hr	Speed (mph)		
Auto	8,877	55		
Medium Truck	418	55		
Heavy Truck	1,149	55		
Southbound - Segment 6, Total Traffic				
				8,304
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,058	55		
Medium Truck	332	55		
Heavy Truck	913	55		
Southbound - Segment 7, Total Traffic				
				9,472
Vehicle Type	Veh/hr	Speed (mph)		
Auto	8,051	55		
Medium Truck	379	55		
Heavy Truck	1,042	55		
Southbound - Segment 8, Total Traffic				
				9,388
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,980	55		
Medium Truck	376	55		
Heavy Truck	1,033	55		
Southbound - Segment 9, Total Traffic				
				9,392
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,983	55		
Medium Truck	376	55		
Heavy Truck	1,033	55		
Southbound - Segment 10, Total Traffic				
				8,956
Vehicle Type	Veh/hr	Speed (mph)		
Auto	7,613	55		
Medium Truck	358	55		
Heavy Truck	985	55		

Southbound, Segment 1 - Inside Lane (26 points)				
ML-SB294-IL-01	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	1,785	55	
	Medium Truck	84	55	
	Heavy Truck	231	55	
Southbound, Segment 2 - Inside Lane (39 points)				
ML-SB294-IL-02	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,081	55	
	Medium Truck	98	55	
	Heavy Truck	270	55	
Southbound, Segment 3 - Inside Lane (22 points)				
ML-SB294-IL-03	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,865	55	
	Medium Truck	135	55	
	Heavy Truck	371	55	
Southbound, Segment 4 - Inside Lane (44 points)				
ML-SB294-IL-04	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,399	55	
	Medium Truck	113	55	
	Heavy Truck	311	55	
Southbound, Segment 5 - Inside Lane (76 points)				
ML-SB294-IL-05	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,439	55	
	Medium Truck	209	55	
	Heavy Truck	575	55	
Southbound, Segment 6 - Inside Lane (18 points)				
ML-SB294-IL-06	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,529	55	
	Medium Truck	166	55	
	Heavy Truck	457	55	
Southbound, Segment 7 - Inside Lane (10 points)				
ML-SB294-IL-07	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,026	55	
	Medium Truck	190	55	
	Heavy Truck	521	55	
Southbound, Segment 8 - Inside Lane (27 points)				
ML-SB294-IL-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,660	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 9 - Inside Lane (15 points)				
ML-SB294-IL-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,661	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 10 - Inside Lane (3 points)				
ML-SB294-IL-10	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,807	55	
	Medium Truck	179	55	
	Heavy Truck	493	55	

Southbound, Segment 1 - Outside Lane (21 points)				
ML-SB294-OL-01	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	1,785	55	
	Medium Truck	84	55	
	Heavy Truck	231	55	
Southbound, Segment 2 - Outside Lane (39 points)				
ML-SB294-OL-02	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,081	55	
	Medium Truck	98	55	
	Heavy Truck	270	55	
Southbound, Segment 3 - Outside Lane (22 points)				
ML-SB294-OL-03	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,865	55	
	Medium Truck	135	55	
	Heavy Truck	371	55	
Southbound, Segment 4 - Outside Lane (44 points)				
ML-SB294-OL-04	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,399	55	
	Medium Truck	113	55	
	Heavy Truck	311	55	
Southbound, Segment 5 - Outside Lane (76 points)				
ML-SB294-OL-05	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,439	55	
	Medium Truck	209	55	
	Heavy Truck	575	55	
Southbound, Segment 6 - Outside Lane (18 points)				
ML-SB294-OL-06	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,529	55	
	Medium Truck	166	55	
	Heavy Truck	457	55	
Southbound, Segment 7 - Outside Lane (10 points)				
ML-SB294-OL-07	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	4,026	55	
	Medium Truck	190	55	
	Heavy Truck	521	55	
Southbound, Segment 8 - Outside Lane (27 points)				
ML-SB294-OL-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,660	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 9 - Outside Lane (15 points)				
ML-SB294-OL-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,661	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 10 - Outside Lane (3 points)				
ML-SB294-OL-10	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	3,807	55	
	Medium Truck	179	55	
	Heavy Truck	493	55	

Southbound, Segment 8 - SECOND Outside Lane (15 points)				
ML-SB294-OL2-08	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,660	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	
Southbound, Segment 9 - SECOND Outside Lane (15 points)				
ML-SB294-OL2-09	Vehicle Type	Veh/hr	Speed (mph)	
	Auto	2,661	55	
	Medium Truck	125	55	
	Heavy Truck	344	55	

No-BUILD TRAFFIC
Ramps, Tolls, & Oasis

Segment Block 1: 2 Segments				Segment Block 2: cont.				Segment Block 4: cont.				Segment Block 6: cont.			
Location	Vehicle Type	Veh/hr	Speed (mph)	Location	Vehicle Type	Veh/hr	Speed (mph)	Location	Vehicle Type	Veh/hr	Speed (mph)	Location	Vehicle Type	Veh/hr	Speed (mph)
TL-NB294 near Cermak [1a]	Auto	612	45	RP-SB294 to WB888 [2k]	Auto	2,057	45	RP-WB North Ave to WB290 [4b]	Auto	789	40	OS-NB294 [6b]	Auto	0	0
02: Cermak Toll NB	Medium Truck	29	45	27: SB 294 to WB 88	Medium Truck	97	45	NA/IDOT	Medium Truck	37	40	[20 and 32]	Medium Truck	0	0
	Heavy Truck	79	45		Heavy Truck	266	45	928	Heavy Truck	102	40	BLANK	Heavy Truck	0	0
TL-SB294 near Cermak [1b]	Auto	901	45	RP-WB888 to WB Roosevelt/SB294 [2l]	Auto	2,479	45	RP-EB North Ave/Lake St to NB294 [4g]	Auto	884	25	Segment Block 7: 5 Segments			
03: Cermak Toll SB	Medium Truck	42	45	NA/IDOT	Medium Truck	117	45	19: Lake to NB 294	Medium Truck	42	25	RP-SB294 to EB Irving Park [7a]	Auto	221	30
	Heavy Truck	117	45	2,917	Heavy Truck	321	45	1,040	Heavy Truck	114	25	88: SB 294 to WB Irving Park	Medium Truck	10	30
Segment Block 2: 13 Segments				Segment Block 3: 5 Segments				Segment Block 5: 2 Segments				Segment Block 7: 5 Segments			
RP-NB294 to NB294/WB290a [2a]	Auto	1,187	55	RP-EB290 to SB294 [3a]	Auto	1,333	45	RP-EB St. Charles to EB290 [4s]	Auto	270	45	RP-SB294 to EB Irving Park [7c]	Auto	728	45
89: NB 294 to C-D for WB 290	Medium Truck	56	55	09: SB 290 to SB 294	Medium Truck	63	45	NA/IDOT	Medium Truck	13	45	87: SB 294 to EB Irving Park	Medium Truck	34	45
	Heavy Truck	154	55	1,568	Heavy Truck	172	45	663	Heavy Truck	73	45	RP-EB Irving Park to NB294 [7e]	Auto	449	45
RP-NB294 to NB294/WB290b [2b]	Auto	1,544	55	RP-SB294 to EB290 [3b]	Auto	343	25	NA/IDOT	Medium Truck	6	45	21: EB Irving Park to NB 294	Medium Truck	21	45
31: NB 294 to EB/WB 290	Medium Truck	73	55	26: SB 294 to EB 290	Medium Truck	16	25	159	Heavy Truck	18	45	528	Heavy Truck	58	45
	Heavy Truck	200	55	404	Heavy Truck	44	25	RP-EB St. Charles to WB290 [4t]	Auto	135	45	RP-WB Irving Park to NB294 [7f]	Auto	911	45
RP-NB294 to WB Roosevelt [2c]	Auto	214	45	RP-NB294 to WB290 [3c]	Auto	2,231	20	NA/IDOT	Medium Truck	29	30	22: WB Irving Park to NB 294	Medium Truck	43	45
30: NB 294 to WB Roosevelt	Medium Truck	10	45	NA/IDOT	Medium Truck	105	20	729	Heavy Truck	80	30	1,072	Heavy Truck	118	45
	Heavy Truck	28	45	2,625	Heavy Truck	289	20	RP-EB290 to EB St. Charles [4u]	Auto	620	30	ML-SB294-07x [7x]	Auto	320	55
RP-NB294 to EB Roosevelt [2d]	Auto	201	25	RP-WB290 to NB294 [3d]	Auto	721	40	NA/IDOT	Medium Truck	12	30	07: O'Hare Toll to SB 294	Medium Truck	15	55
90: NB to EB Roosevelt ramp	Medium Truck	9	25	18: WB 290 to NB 294	Medium Truck	34	40	292	Heavy Truck	32	30	376	Heavy Truck	41	55
	Heavy Truck	26	25	848	Heavy Truck	93	40	RP-WB St. Charles to EB290 [4w]	Auto	135	45	Segment Block 8: 1 Segment			
RP-EB Roosevelt to SB294 [2e]	Auto	333	45	RP-NB294 to NB294 [3e]	Auto	920	55	NA/IDOT	Medium Truck	6	45	TL-SB294 near O'Hare [8a]	Auto	1,074	45
12: EB Roosevelt to SB 294	Medium Truck	16	45	NA/IDOT	Medium Truck	43	55	159	Heavy Truck	18	45	01: O'Hare Toll	Medium Truck	51	45
	Heavy Truck	43	45	1,083	Heavy Truck	119	55	RP-WB290 to EB St. Charles [4x]	Auto	124	30	1,264	Heavy Truck	139	45
RP-WB Roosevelt to SB294 [2f]	Auto	102	45	Segment Block 4: 15 Segments				Segment Block 9: 2 Segments				Segment Block 10: 2 Segments			
11: WB Roosevelt to SB 294	Medium Truck	5	45	RP-WB Lake St to WB290 [4a]	Auto	3,674	40	RP-EB/WB Balmoral to SB294 [9a]	Auto	571	45	RP-EB190 to SB294 [10a]	Auto	1,530	45
	Heavy Truck	13	45	NA/IDOT	Medium Truck	173	40	06: Balmoral to SB 294	Medium Truck	27	45	05: EB 190 to SB 294	Medium Truck	72	45
RP-EB Roosevelt to EB88 [2g]	Auto	1,324	45	NA/IDOT	Heavy Truck	475	40	672	Heavy Truck	74	45	1,800	Heavy Truck	198	45
NA/IDOT	Medium Truck	62	45	RP-WB290 to WB North Ave [4c]	Auto	845	30	RP-NB294 to EB/WB Balmoral [9b]	Auto	513	35	Segment Block 9: 2 Segments			
	Heavy Truck	171	45	NA/IDOT	Medium Truck	40	30	33: NB 294 to Balmoral	Medium Truck	24	35	RP-EB290 to WB St. Charles [4y]	Auto	237	30
RP-NB294 to EB88 [2h]	Auto	2,153	45	994	Heavy Truck	109	30	NA/IDOT	Medium Truck	11	30	NA/IDOT	Medium Truck	28	45
NA/IDOT	Medium Truck	101	45	RP-SB294 to WB290 [4d]	Auto	1,248	25	278	Heavy Truck	31	30	703	Heavy Truck	77	45
	Heavy Truck	279	45	1,468	Medium Truck	59	25	RP-WB St. Charles to WB290 [4z]	Auto	597	45	NA/IDOT	Medium Truck	28	45
RP-EB88 to NB294/WB290 [2i]	Auto	2,360	55	25: SB 294 to WB 290	Medium Truck	161	25	703	Heavy Truck	77	45	Segment Block 10: 2 Segments			
17: EB 88 to NB 294	Medium Truck	111	55	1,468	Heavy Truck	161	25	Segment Block 5: None				Segment Block 6: 2 Segments			
	Heavy Truck	305	55	RP-WB290 to EB Lake St [4e]	Auto	1,127	30	Segment Block 6: 2 Segments				RP-NB294 to WB190 [10b]	Auto	2,217	45
RP-WB888 to SB294 [2j]	Auto	422	45	NA/IDOT	Medium Truck	53	30	OS-SB294	Auto	0	0	34: NB 294 to 90 and 190	Medium Truck	104	45
10: WB 88 to SB 294	Medium Truck	20	45	1,326	Heavy Truck	146	30	NA/IDOT	Medium Truck	0	0	2,608	Heavy Truck	287	45
	Heavy Truck	55	45					BLANK	Heavy Truck	0	0				

No-BUILD TRAFFIC - Calculated from IDOT AADT

No-BUILD TRAFFIC - Calculated from IDOT AADT

SIDE STREETS (DHVs from Notes tab on points spreadsheet)

Segment Block 1 - No Side Streets

Segment Block 2: 2 Streets

Eastbound **Roosevelt** (8 points)
ML-EB Roosevelt

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,521	45
Medium Truck	72	45
Heavy Truck	197	45
DHV	1,790	

Westbound Roosevelt (8 points)
ML-WB Roosevelt

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,521	45
Medium Truck	72	45
Heavy Truck	197	45
DHV	1,790	

Eastbound, **Butterfield** (3 points)
ML-EB Butterfield

Vehicle Type	Veh/hr	Speed (mph)
Auto	783	35
Medium Truck	37	35
Heavy Truck	101	35
DHV	921	

Westbound, Butterfield (3 points)
ML-WB Butterfield

Vehicle Type	Veh/hr	Speed (mph)
Auto	783	35
Medium Truck	37	35
Heavy Truck	101	35
DHV	921	

Segment Block 3: 2 Streets

Eastbound & Westbound **Electric** (2 points, No Traffic Input)
ML-EB/WB Electric Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		
DHV	385	

NA - one line represents both directions
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (4 points, No Traffic Input)
DS-CNlineblock3

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail track
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 4: 5 Streets

Eastbound, **Lake St** (5 points)
ML-EB Lake St

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,837	40
Medium Truck	86	40
Heavy Truck	238	40
DHV	2,161	

NA (Westbound Lake is a ramp in model area)
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Eastbound, **North Ave** (4 points, No Traffic Input)
ML-EB North Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,190	40
Medium Truck	103	40
Heavy Truck	283	40
DHV	2,577	

Westbound, **North Ave** (4 points, No Traffic Input)
ML-WB North Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,190	40
Medium Truck	103	40
Heavy Truck	283	40
DHV	2,577	

Eastbound, **St. Charles** (6 points)
ML-EB St. Charles

Vehicle Type	Veh/hr	Speed (mph)
Auto	848	30
Medium Truck	40	30
Heavy Truck	110	30
DHV	998	

Westbound, **St. Charles** (6 points)
ML-WB St. Charles

Vehicle Type	Veh/hr	Speed (mph)
Auto	848	30
Medium Truck	40	30
Heavy Truck	110	30
DHV	998	

Dummy Street for Rail Topography (6 points, No Traffic Input)
DS-UPspur

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (6 points, No Traffic Input)
DS-UPyard

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 5: 3 Streets

Northbound, **Manheim** (7 points)
ML-NB Manheim

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,508	40
Medium Truck	118	40
Heavy Truck	325	40
DHV	2,951	

Southbound, **Manheim** (7 points)
ML-SB Manheim

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,508	40
Medium Truck	118	40
Heavy Truck	325	40
DHV	2,951	

Eastbound & Westbound **Grand Ave** (2 points, No Traffic Input)
ML-EB/WB Grand Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,740	40
Medium Truck	129	40
Heavy Truck	355	40
DHV	3,224	

NA - one line represents both directions
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (2 points, No Traffic Input)
DS-Upline

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 6: No Side Streets

Segment Block 7: 1 Street

Eastbound, **Irving Park** (6 points)
ML-EB Irving Park

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,093	40
Medium Truck	99	40
Heavy Truck	271	40
DHV	2,463	

Westbound, **Irving Park** (6 points)
ML-WB Irving Park

Vehicle Type	Veh/hr	Speed (mph)
Auto	2,093	40
Medium Truck	99	40
Heavy Truck	271	40
DHV	2,463	

Segment Block 8: 2 Streets

Eastbound & Westbound **Lawrence Ave** (4 points, No Traffic Input)
ML-EB/WB Lawrence Ave

Vehicle Type	Veh/hr	Speed (mph)
Auto	1,967	35
Medium Truck	93	35
Heavy Truck	255	35
DHV	2,314	

NA - one line represents both directions
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Dummy Street for Rail Topography (2 points, No Traffic Input)
DS-CNlineblock8

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

NA - one line represents rail
--

Vehicle Type	Veh/hr	Speed (mph)
Auto		
Medium Truck		
Heavy Truck		

Segment Block 9: 1 Street

Eastbound, **Balmoral** (4 points)
ML-EB Balmoral

Vehicle Type	Veh/hr	Speed (mph)
Auto	800	40
Medium Truck	38	40
Heavy Truck	104	40
DHV	941	

Westbound, **Balmoral** (4 points)
ML-WB Balmoral

Vehicle Type	Veh/hr	Speed (mph)
Auto	800	40
Medium Truck	38	40
Heavy Truck	104	40
DHV	941	

290 and 88 Mainline - EB (DHVs from Notes tab on points spreadsheet)

I-290, I-290, I-290, I-290, I-290, I-290

Eastbound, Segment 1- Inside Lane (12 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-X01 DHV (both lanes) 6,867	ML-EB290-IL-X01	Auto	4,086	55
		Medium Truck	192	55
		Heavy Truck	529	55
Eastbound, Segment 2- Inside Lane (9 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-X02 DHV (both lanes) 7,848	ML-EB290-IL-X02	Auto	4,670	55
		Medium Truck	220	55
		Heavy Truck	604	55
Eastbound, Segment 3- Inside Lane (2 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-X03 DHV (both lanes) 7,848	ML-EB290-IL-X03	Auto	4,670	55
		Medium Truck	220	55
		Heavy Truck	604	55
Eastbound, Segment 4- Inside Lane (4 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-X04 DHV (both lanes) 7,848	ML-EB290-IL-X04	Auto	4,670	55
		Medium Truck	220	55
		Heavy Truck	604	55
Eastbound, Segment 5- Inside Lane (19 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-X05 DHV (both lanes) 7,613	ML-EB290-IL-X05	Auto	4,529	55
		Medium Truck	213	55
		Heavy Truck	586	55
Eastbound, Segment 6- Inside Lane (6 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-X06 DHV (both lanes) 6,206	ML-EB290-IL-X06	Auto	3,693	55
		Medium Truck	174	55
		Heavy Truck	478	55
I-88, I-88, I-88, I-88, I-88, I-88, I-88, I-88		Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 7,155	ML-EB88	Auto	6,082	55
		Medium Truck	286	55
		Heavy Truck	787	55

No-BUILD TRAFFIC - Calculated from IDOT AADT

Eastbound, Segment 1- Outside Lane (12 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-OL-X01		Auto	1,751	55
		Medium Truck	82	55
		Heavy Truck	227	55
Eastbound, Segment 2- Outside Lane (9 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-OL-X02		Auto	2,001	55
		Medium Truck	94	55
		Heavy Truck	259	55
Eastbound, Segment 3- Outside Lane (2 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-OL-X03		Auto	2,001	55
		Medium Truck	94	55
		Heavy Truck	259	55
Eastbound, Segment 4- Outside Lane (4 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-OL-X04		Auto	2,001	55
		Medium Truck	94	55
		Heavy Truck	259	55
Eastbound, Segment 5- Outside Lane (9 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-EB290-OL-X05		Auto	1,941	55
		Medium Truck	91	55
		Heavy Truck	251	55
Eastbound, Segment 6- Outside Lane (6 points)		Vehicle Type	Veh/hr	Speed (mph)
RP-EB290 to Manheim		Auto	1,583	55
		Medium Truck	74	55
		Heavy Truck	205	55

290 and 88 Mainline - WB (DHVs from Notes tab on points spreadsheet)

No-BUILD TRAFFIC - Calculated from IDOT AADT

Westbound, Segment 1- Inside Lane (12 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-X01 DHV (both lanes) 7,623	ML-WB290-IL-X01	Auto	4,536	55
		Medium Truck	213	55
		Heavy Truck	587	55
Westbound, Segment 2- Inside Lane (8 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-X02 DHV (both lanes) 8,712	ML-WB290-IL-X02	Auto	5,184	55
		Medium Truck	244	55
		Heavy Truck	671	55
Westbound, Segment 3- Inside Lane (2 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-X03 DHV (both lanes) 8,712	ML-WB290-IL-X03	Auto	5,184	55
		Medium Truck	244	55
		Heavy Truck	671	55
Westbound, Segment 4- Inside Lane (4 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-X04 DHV (both lanes) 8,712	ML-WB290-IL-X04	Auto	5,184	55
		Medium Truck	244	55
		Heavy Truck	671	55
Westbound, Segment 5- Inside Lane (23 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-X05 DHV (both lanes) 8,451	ML-WB290-IL-X05	Auto	5,028	55
		Medium Truck	237	55
		Heavy Truck	651	55
I-88, I-88, I-88, I-88, I-88, I-88, I-88, I-88		Vehicle Type	Veh/hr	Speed (mph)
DHV (both lanes) 8,426	ML-WB88	Auto	7,162	55
		Medium Truck	337	55
		Heavy Truck	927	55

Westbound, Segment 1- Outside Lane (12 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-OL-X01		Auto	1,944	55
		Medium Truck	91	55
		Heavy Truck	252	55
Westbound, Segment 2- Outside Lane (8 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-OL-X02		Auto	2,222	55
		Medium Truck	105	55
		Heavy Truck	287	55
Westbound, Segment 3- Outside Lane (2 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-OL-X03		Auto	2,222	55
		Medium Truck	105	55
		Heavy Truck	287	55
Westbound, Segment 4- Outside Lane (4 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-OL-X04		Auto	2,222	55
		Medium Truck	105	55
		Heavy Truck	287	55
Westbound, Segment 5- Outside Lane (14 points)		Vehicle Type	Veh/hr	Speed (mph)
ML-WB290-OL-X05		Auto	2,155	55
		Medium Truck	101	55
		Heavy Truck	279	55

Traffic Data Counts from Field Monitoring

May 9, 2016

RAW COUNTS

Flight 1

9:47 Start time minutes captured (on video)
 10:01 End Time

Auto	Medium	Heavy	Bus	Cycle		Average Traffic Speed
36	1	6	0	0	1. Ramp – EB Roosevelt to SB 294	42
17	2	4	0	0	2. Ramp – WB Roosevelt to SB 294	23
16	0	4	0	0	3. Ramp – NB 294 to EB Roosevelt	32
48	6	8	0	0	4. Ramp – NB 294 to WB Roosevelt	24
754	30	187	5	0	5. SB 294	64
594	28	178	1	0	6. NB 294	62

Flight 2

10:25 Start time minutes captured (on video)
 10:39 End Time

Auto	Medium	Heavy	Bus	Cycle		Average Traffic Speed
152	2	4	0	0	1. Ramp – EB Roosevelt to EB 88	51
101	6	14	0	0	2. Ramp – NB 294 to EB 88	50
184	10	84	0	0	3. Ramp – NB 294 to WB 290/NB 294	65
87	1	15	0	0	4. Ramp – WB 88 to SB 294	47
200	3	4	0	0	5. Ramp – WB 88 to WB Roosevelt	52
410	6	34	0	0	6. Ramp – EB 88 to NB 294/WB 290	64
486	17	123	2	1	7. NB 294	68
656	20	196	1	0	8. SB 294	65
383	10	26	2	0	9. EB 88	65

May 9, 2016

RAW COUNTS

Flight 3

11:16 Start time 15 minutes captured (on video)

11:32 End Time

Auto	Medium	Heavy	Bus	Cycle		Average Traffic Speed
111	5	16	0	0	1. Ramp – WB 290 to NB 294	51
239	18	90	0	0	2. Ramp – NB 294 to WB 290	19
4	0	1	0	0	3. Ramp – NB 294 to NB 294	64
74	9	15	0	0	4. Ramp – SB 294 to EB 290	55
262	21	106	0	0	5. Ramp – EB 290 to SB 294	26
831	31	126	4	0	6. NB 294	65
722	28	154	2	1	7. SB 294	77
381	21	65	1	0	8. WB 290	70
409	13	60	0	0	9. EB 290	66

Flight 4

11:49 Start time 15 minutes captured (on video)

12:04 End Time

Auto	Medium	Heavy	Bus	Cycle		Average Traffic Speed
14	0	8	0	0	1. Ramp – WB 290 to EB St. Charles	24
32	0	1	0	0	2. Ramp – EB St. Charles to EB 290	39
609	25	160	0	0	3. EB 290	62
594	29	143	0	0	4. WB 290	66
790	17	170	4	0	5. SB 294	66
929	31	167	2	3	6. NB 294	66

May 9, 2016

RAW COUNTS

Flight 5

12:26 Start time 12 minutes captured (on video)
12:38 End Time

Auto	Medium	Heavy	Bus	Cycle		Average Traffic Speed
					1. Ramp – EB 290 to WB St. Charles	
55	2	5	0	0	2. Ramp – WB St. Charles to WB 290	28
545	23	136	3	0	3. EB 290	58
509	21	107	1	1	4. WB 290	62
701	22	125	4	0	5. SB 294	64
738	11	107	1	2	6. NB 294	69

All flights occurred May 9, 2016

Flight 1 4.62 multiplier

1. Ramp – EB Roosevelt to SB 294

Type	# Veh/hr	Speed
Auto	166	42
Medium	5	42
Heavy	28	42
Bus	0	42
Cycle	0	42

2. Ramp – WB Roosevelt to SB 294

Type	# Veh/hr	Speed
Auto	79	23
Medium	9	23
Heavy	18	23
Bus	0	23
Cycle	0	23

3. Ramp – NB 294 to EB Roosevelt

Type	# Veh/hr	Speed
Auto	74	32
Medium	0	32
Heavy	18	32
Bus	0	32
Cycle	0	32

4. Ramp – NB 294 to WB Roosevelt

Type	# Veh/hr	Speed
Auto	222	24
Medium	28	24
Heavy	37	24
Bus	0	24
Cycle	0	24

5. SB 294

Type	# Veh/hr	Speed
Auto	3483	64
Medium	139	64
Heavy	864	64
Bus	23	64
Cycle	0	64

Flight 2 4 multiplier

1. Ramp – EB Roosevelt to EB 88

Type	# Veh/hr	Speed
Auto	608	51
Medium	8	51
Heavy	16	51
Bus	0	51
Cycle	0	51

2. Ramp – NB 294 to EB 88

Type	# Veh/hr	Speed
Auto	404	50
Medium	24	50
Heavy	56	50
Bus	0	50
Cycle	0	50

3. Ramp – NB 294 to WB 290/NB 294

Type	# Veh/hr	Speed
Auto	736	65
Medium	40	65
Heavy	336	65
Bus	0	65
Cycle	0	65

4. Ramp – WB 88 to SB 294

Type	# Veh/hr	Speed
Auto	348	47
Medium	4	47
Heavy	60	47
Bus	0	47
Cycle	0	47

5. Ramp – WB 88 to WB Roosevelt

Type	# Veh/hr	Speed
Auto	800	52
Medium	12	52
Heavy	16	52
Bus	0	52
Cycle	0	52

All flights occurred May 9, 2016

Flight 1 4.62 multiplier

6. NB 294

Type	# Veh/hr	Speed
Auto	2744	62
Medium	129	62
Heavy	822	62
Bus	5	62
Cycle	0	62

Flight 2 4 multiplier

6. Ramp – EB 88 to NB 294/WB 290

Type	# Veh/hr	Speed
Auto	1640	64
Medium	24	64
Heavy	136	64
Bus	0	64
Cycle	0	64

7. NB 294

Type	# Veh/hr	Speed
Auto	1944	68
Medium	68	68
Heavy	492	68
Bus	8	68
Cycle	4	68

8. SB 294

Type	# Veh/hr	Speed
Auto	2624	65
Medium	80	65
Heavy	784	65
Bus	4	65
Cycle	0	65

9. EB 88

Type	# Veh/hr	Speed
Auto	1532	65
Medium	40	65
Heavy	104	65
Bus	8	65
Cycle	0	65

All flights occurred May 9, 2016

Flight 3 4 multiplier

1. Ramp – WB 290 to NB 294

Type	# Veh/hr	Speed
Auto	444	51
Medium	20	51
Heavy	64	51
Bus	0	51
Cycle	0	51

2. Ramp – NB 294 to WB 290

Type	# Veh/hr	Speed
Auto	956	19
Medium	72	19
Heavy	360	19
Bus	0	19
Cycle	0	19

3. Ramp – NB 294 to NB 294

Type	# Veh/hr	Speed
Auto	16	64
Medium	0	64
Heavy	4	64
Bus	0	64
Cycle	0	64

4. Ramp – SB 294 to EB 290

Type	# Veh/hr	Speed
Auto	296	55
Medium	36	55
Heavy	60	55
Bus	0	55
Cycle	0	55

5. Ramp – EB 290 to SB 294

Type	# Veh/hr	Speed
Auto	1048	26
Medium	84	26
Heavy	424	26
Bus	0	26
Cycle	0	26

Flight 4 4 multiplier

1. Ramp – WB 290 to EB St. Charles

Type	# Veh/hr	Speed
Auto	56	24
Medium	0	24
Heavy	32	24
Bus	0	24
Cycle	0	24

2. Ramp – EB St. Charles to EB 290

Type	# Veh/hr	Speed
Auto	128	39
Medium	0	39
Heavy	4	39
Bus	0	39
Cycle	0	39

3. SB 290

Type	# Veh/hr	Speed
Auto	2436	62
Medium	100	62
Heavy	640	62
Bus	0	62
Cycle	0	62

4. NB 290

Type	# Veh/hr	Speed
Auto	2376	66
Medium	116	66
Heavy	572	66
Bus	0	66
Cycle	0	66

5. SB 294

Type	# Veh/hr	Speed
Auto	3160	66
Medium	68	66
Heavy	680	66
Bus	16	66
Cycle	0	66

All flights occurred May 9, 2016

Flight 3 4 multiplier

6. NB 294

Type	# Veh/hr	Speed
Auto	3324	65
Medium	124	65
Heavy	504	65
Bus	16	65
Cycle	0	65

Flight 4 4 multiplier

6. NB 294

Type	# Veh/hr	Speed
Auto	3716	66
Medium	124	66
Heavy	668	66
Bus	8	66
Cycle	12	66

7. SB 294

Type	# Veh/hr	Speed
Auto	2888	77
Medium	112	77
Heavy	616	77
Bus	8	77
Cycle	4	77

8. NB 290

Type	# Veh/hr	Speed
Auto	1524	70
Medium	84	70
Heavy	260	70
Bus	4	70
Cycle	0	70

9. SB 290

Type	# Veh/hr	Speed
Auto	1636	66
Medium	52	66
Heavy	240	66
Bus	0	66
Cycle	0	66

All flights occurred May 9, 2016

Flight 5

5

 multiplier

1. Ramp – EB 290 to WB St. Charles

Type	# Veh/hr	Speed
Auto	0	0
Medium	0	0
Heavy	0	0
Bus	0	0
Cycle	0	0

2. Ramp – WB St. Charles to WB 290

Type	# Veh/hr	Speed
Auto	275	28
Medium	10	28
Heavy	25	28
Bus	0	28
Cycle	0	28

3. SB 290

Type	# Veh/hr	Speed
Auto	2725	58
Medium	115	58
Heavy	680	58
Bus	15	58
Cycle	0	58

4. NB 290

Type	# Veh/hr	Speed
Auto	2545	62
Medium	105	62
Heavy	535	62
Bus	5	62
Cycle	5	62

5. SB 294

Type	# Veh/hr	Speed
Auto	3505	64
Medium	110	64
Heavy	625	64
Bus	20	64
Cycle	0	64

All flights occurred May 9, 2016

Flight 5

5

 multiplier

6. NB 294

Type	# Veh/hr	Speed
Auto	3690	69
Medium	55	69
Heavy	535	69
Bus	5	69
Cycle	10	69

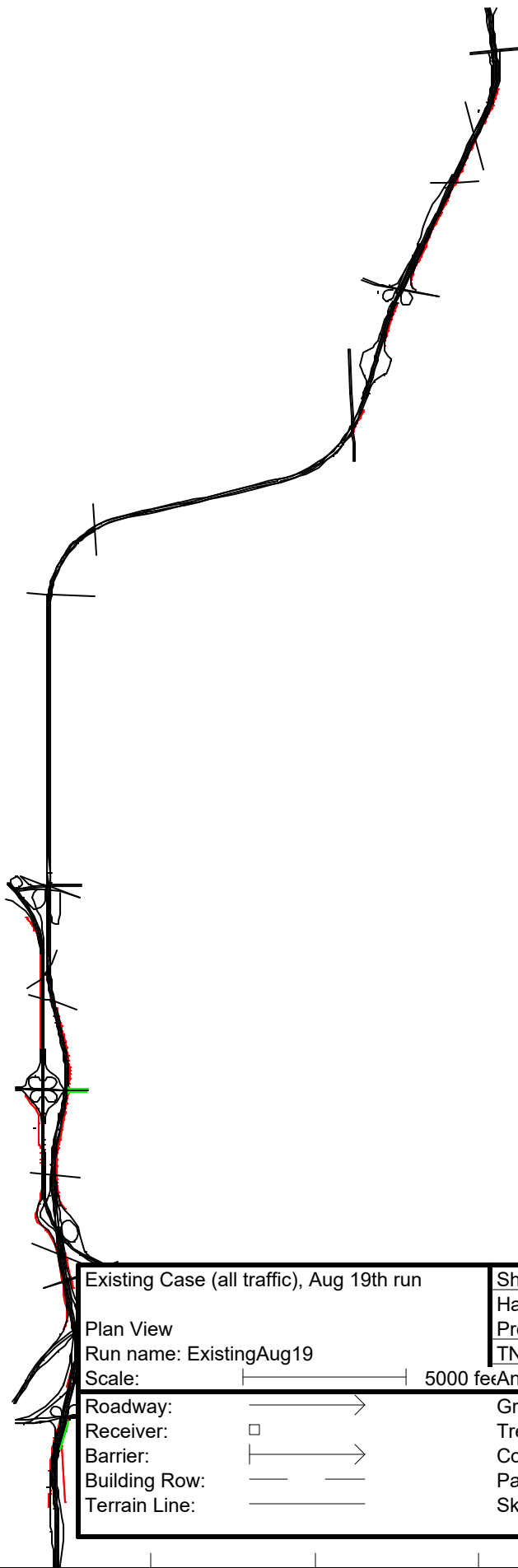
Appendix C









TNM Input and Output Files



TNM Data

Existing Scenario



Existing Case (all traffic), Aug 19th run		Sheet 1 of 1	13 Nov 2017
Plan View		Hanson/Prairie Engineers	
Run name: ExistingAug19		Project/Contract No. Tri-State Tollway (4224)	
Scale: 		TNM Version 2.5, Feb 2004	
Analysis By: Bryan Cross			
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

1090000 1095000 1100000 1105000 1110000 1115000 1120000

INPUT: ROADWAYS

Tri-State Tollway (4224)

Hanson/Prairie Engineers Bryan Cross																13 November 2017						
																TNM 2.5						
INPUT: ROADWAYS															Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA							
PROJECT/CONTRACT:	Tri-State Tollway (4224)																					
RUN:	Existing Case (all traffic), Aug 19th run																					

Roadway		Points			Coordinates (pavement)			Flow Control			Segment		
Name	Width	Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Affected	Pvmt Type	On Struct?		
	ft			ft	ft	ft		mph	%				
ML-NB294-IL-01	24.0	ML-NB294	1	1,097,138.8	1,887,404.1	672.40					Average		
		ML-NB294	2	1,097,127.1	1,887,731.9	674.00					Average		
		ML-NB294	3	1,097,116.6	1,887,973.5	675.90					Average		
		ML-NB294	4	1,097,112.1	1,888,145.8	677.00					Average		
		ML-NB294	5	1,097,109.4	1,888,290.2	678.10					Average		
		ML-NB294	6	1,097,107.8	1,888,624.6	682.00					Average		
		ML-NB294	7	1,097,107.8	1,888,839.6	684.60					Average		
		ML-NB294	8	1,097,107.1	1,889,183.5	689.30					Average		
		ML-NB294	9	1,097,103.2	1,889,372.4	691.80					Average		
		ML-NB294	10	1,097,097.8	1,889,517.4	692.00					Average		
		ML-NB294	11	1,097,089.9	1,889,712.4	691.90					Average		
		ML-NB294	12	1,097,079.9	1,889,866.2	691.10					Average		
		ML-NB294	13	1,097,065.5	1,890,034.1	691.00					Average		
		ML-NB294	14	1,097,047.8	1,890,235.2	690.00					Average		
		ML-NB294	15	1,097,031.0	1,890,433.0	689.70					Average		
		ML-NB294	16	1,097,017.8	1,890,586.2	689.00					Average		
		ML-NB294	17	1,097,008.8	1,890,677.4	688.90					Average		
		ML-NB294	18	1,097,002.8	1,890,779.6	688.60					Average		
		ML-NB294	19	1,096,997.1	1,890,929.6	689.90					Average		
		ML-NB294	20	1,096,998.8	1,891,028.5	690.20					Average		
		ML-NB294	21	1,097,002.1	1,891,101.2	691.10					Average		
		ML-NB294	22	1,097,012.8	1,891,225.2	692.90					Average		
		ML-NB294	23	1,097,029.9	1,891,369.6	694.00					Average		
		ML-NB294	24	1,097,049.9	1,891,474.1	695.10					Average		
		ML-NB294	25	1,097,079.9	1,891,617.4	697.00					Average		

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	26	1,097,102.8	1,891,715.8	698.00					
ML-NB294-IL-02	24.0	ML-NB294	27	1,097,102.8	1,891,715.8	698.00				Average	
		ML-NB294	28	1,097,135.0	1,891,862.8	699.70				Average	
		ML-NB294	29	1,097,153.4	1,891,940.1	700.20				Average	
		ML-NB294	30	1,097,174.1	1,892,034.5	701.20				Average	
		ML-NB294	31	1,097,208.4	1,892,188.9	702.20				Average	
		ML-NB294	32	1,097,245.1	1,892,351.0	704.30				Average	
		ML-NB294	33	1,097,259.8	1,892,411.8	703.70				Average	
		ML-NB294	34	1,097,309.2	1,892,631.0	700.00				Average	Y
		ML-NB294	35	1,097,328.5	1,892,715.0	700.00				Average	
		ML-NB294	36	1,097,388.2	1,892,983.1	698.90				Average	
		ML-NB294	37	1,097,501.4	1,893,483.8	699.00				Average	Y
		ML-NB294	38	1,097,554.6	1,893,715.6	699.20				Average	
		ML-NB294	39	1,097,603.0	1,893,927.4	702.50				Average	
		ML-NB294	40	1,097,649.5	1,894,147.5	707.10				Average	
		ML-NB294	41	1,097,680.1	1,894,322.5	710.80				Average	
		ML-NB294	42	1,097,688.4	1,894,396.1	711.80				Average	
		ML-NB294	43	1,097,698.8	1,894,543.2	714.50				Average	
		ML-NB294	44	1,097,702.2	1,894,669.8	716.70				Average	
		ML-NB294	45	1,097,702.2	1,894,796.8	719.50				Average	
		ML-NB294	46	1,097,697.4	1,894,880.1	720.30				Average	
		ML-NB294	47	1,097,682.2	1,895,049.0	720.00				Average	Y
		ML-NB294	48	1,097,670.4	1,895,139.9	720.00				Average	Y
		ML-NB294	49	1,097,651.6	1,895,272.5	720.00				Average	Y
		ML-NB294	50	1,097,630.8	1,895,399.6	721.00				Average	Y
		ML-NB294	51	1,097,608.6	1,895,536.5	721.00				Average	
		ML-NB294	52	1,097,600.2	1,895,577.4	720.00				Average	
		ML-NB294	53	1,097,547.1	1,895,819.4	721.80				Average	
		ML-NB294	54	1,097,512.4	1,896,006.9	718.70				Average	
		ML-NB294	55	1,097,485.5	1,896,170.1	716.20				Average	
		ML-NB294	56	1,097,434.5	1,896,444.5	714.00				Average	
		ML-NB294	57	1,097,384.2	1,896,729.2	712.10				Average	
		ML-NB294	58	1,097,369.4	1,896,809.9	712.00				Average	Y
		ML-NB294	59	1,097,352.1	1,896,891.5	712.00				Average	
		ML-NB294	60	1,097,288.8	1,897,247.4	715.30				Average	
		ML-NB294	61	1,097,233.4	1,897,532.4	716.00				Average	Y
		ML-NB294	62	1,097,204.5	1,897,700.9	719.00				Average	
		ML-NB294	63	1,097,178.5	1,897,875.9	720.20				Average	
		ML-NB294	64	1,097,161.1	1,898,002.8	719.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	65	1,097,150.8	1,898,082.5	722.00				Average	Y
		ML-NB294	66	1,097,104.8	1,898,574.8	722.00					
ML-NB294-IL-03	24.0	ML-NB294	67	1,097,104.8	1,898,574.8	722.00				Average	
		ML-NB294	68	1,097,066.8	1,898,974.5	723.20				Average	
		ML-NB294	69	1,097,047.6	1,899,197.5	722.00				Average	
		ML-NB294	70	1,097,020.8	1,899,482.2	722.00				Average	
		ML-NB294	71	1,096,998.1	1,899,741.8	722.00				Average	
		ML-NB294	72	1,096,994.6	1,899,844.2	722.40				Average	
		ML-NB294	73	1,096,991.1	1,899,964.0	720.00				Average	Y
		ML-NB294	74	1,096,995.5	1,900,357.2	720.00				Average	
		ML-NB294	75	1,097,008.5	1,900,537.0	718.00				Average	
		ML-NB294	76	1,097,029.2	1,900,755.8	713.80				Average	
		ML-NB294	77	1,097,044.1	1,900,876.4	711.00				Average	
		ML-NB294	78	1,097,062.2	1,900,996.2	708.50				Average	
		ML-NB294	79	1,097,088.4	1,901,142.0	705.10				Average	
		ML-NB294	80	1,097,151.8	1,901,477.9	698.00					
ML-NB294-IL-04	24.0	ML-NB294	81	1,097,151.8	1,901,477.9	698.00				Average	
		ML-NB294	82	1,097,213.0	1,901,766.5	692.00				Average	
		ML-NB294	83	1,097,249.5	1,901,936.2	688.00				Average	
		ML-NB294	84	1,097,280.8	1,902,092.5	684.40				Average	
		ML-NB294	85	1,097,313.0	1,902,251.9	681.50				Average	
		ML-NB294	86	1,097,342.2	1,902,414.4	677.60				Average	
		ML-NB294	87	1,097,360.9	1,902,551.9	675.10				Average	
		ML-NB294	88	1,097,367.2	1,902,604.0	674.10				Average	
		ML-NB294	89	1,097,384.9	1,902,747.8	672.70				Average	
		ML-NB294	90	1,097,392.2	1,902,869.6	671.00				Average	
		ML-NB294	91	1,097,394.2	1,903,034.2	670.00				Average	
		ML-NB294	92	1,097,396.4	1,903,150.8	670.00				Average	
		ML-NB294	93	1,097,395.2	1,903,263.2	671.00				Average	
		ML-NB294	94	1,097,391.1	1,903,368.5	671.80				Average	
		ML-NB294	95	1,097,383.9	1,903,481.0	673.70				Average	
		ML-NB294	96	1,097,374.5	1,903,573.8	674.90				Average	
		ML-NB294	97	1,097,358.9	1,903,694.6	677.00				Average	
		ML-NB294	98	1,097,335.9	1,903,834.2	679.00				Average	
		ML-NB294	99	1,097,312.0	1,903,957.1	680.70				Average	
		ML-NB294	100	1,097,275.5	1,904,120.6	683.00				Average	
		ML-NB294	101	1,097,239.1	1,904,252.9	685.00				Average	
		ML-NB294	102	1,097,215.1	1,904,363.2	686.60				Average	
		ML-NB294	103	1,097,184.9	1,904,489.4	688.20				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	104	1,097,152.6	1,904,626.9	690.00				Average	
		ML-NB294	105	1,097,130.8	1,904,709.2	692.00				Average	
		ML-NB294	106	1,097,078.6	1,904,942.5	695.00				Average	
		ML-NB294	107	1,097,031.8	1,905,151.9	698.00				Average	
		ML-NB294	108	1,097,010.9	1,905,245.6	695.50				Average	Y
		ML-NB294	109	1,096,933.9	1,905,600.8	700.00				Average	
		ML-NB294	110	1,096,910.9	1,905,729.0	706.70				Average	
		ML-NB294	111	1,096,894.2	1,905,868.5	708.00				Average	
		ML-NB294	112	1,096,875.5	1,906,011.2	709.70				Average	
		ML-NB294	113	1,096,869.2	1,906,164.4	709.40				Average	
		ML-NB294	114	1,096,857.8	1,906,346.8	707.00				Average	Y
		ML-NB294	115	1,096,853.6	1,906,506.0	705.00				Average	
		ML-NB294	116	1,096,848.4	1,906,804.0	699.70				Average	
		ML-NB294	117	1,096,847.4	1,906,981.0	696.30				Average	
		ML-NB294	118	1,096,848.4	1,907,374.8	688.50				Average	
		ML-NB294	119	1,096,847.4	1,907,640.4	684.80				Average	
		ML-NB294	120	1,096,845.2	1,908,030.0	685.40				Average	
		ML-NB294	121	1,096,846.8	1,908,255.1	688.60				Average	
		ML-NB294	122	1,096,847.0	1,908,660.5	694.00				Average	
		ML-NB294	123	1,096,847.0	1,908,741.0	693.90				Average	Y
		ML-NB294	124	1,096,851.2	1,909,011.2	693.90				Average	
		ML-NB294	125	1,096,850.2	1,909,288.6	698.00					
ML-NB294-IL-05	24.0	ML-NB294	211	1,096,850.2	1,909,288.6	698.00				Average	
		ML-NB294	212	1,096,842.8	1,909,796.4	693.00				Average	
		ML-NB294	213	1,096,843.6	1,910,486.5	679.00				Average	
		ML-NB294	214	1,096,845.2	1,910,916.2	671.00				Average	
		ML-NB294	215	1,096,842.8	1,911,266.9	668.50				Average	
		ML-NB294	216	1,096,844.4	1,911,689.6	667.00				Average	
		ML-NB294	217	1,096,843.6	1,912,211.2	666.00				Average	
		ML-NB294	218	1,096,843.6	1,912,740.8	665.10				Average	
		ML-NB294	219	1,096,842.8	1,913,190.5	663.80				Average	
		ML-NB294	220	1,096,843.1	1,913,792.4	662.10				Average	
		ML-NB294	221	1,096,844.1	1,914,048.8	662.00				Average	
		ML-NB294	222	1,096,842.0	1,914,495.5	661.60				Average	
		ML-NB294	223	1,096,843.1	1,914,985.1	660.00				Average	
		ML-NB294	224	1,096,842.1	1,915,492.2	659.00				Average	
		ML-NB294	225	1,096,842.1	1,916,004.4	659.00				Average	
		ML-NB294	226	1,096,841.2	1,916,543.4	667.00				Average	
		ML-NB294	227	1,096,841.2	1,917,063.4	676.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	228	1,096,843.9	1,917,440.1	682.80				Average	
		ML-NB294	229	1,096,851.8	1,917,596.4	685.20				Average	
		ML-NB294	230	1,096,875.1	1,917,785.6	687.00				Average	Y
		ML-NB294	231	1,096,885.5	1,917,859.4	687.00				Average	
		ML-NB294	232	1,096,909.0	1,917,972.2	687.30				Average	
		ML-NB294	233	1,096,935.9	1,918,101.6	687.00				Average	
		ML-NB294	234	1,096,971.5	1,918,218.8	685.90				Average	
		ML-NB294	235	1,097,007.9	1,918,332.5	684.00				Average	
		ML-NB294	236	1,097,046.1	1,918,428.9	682.70				Average	
		ML-NB294	237	1,097,086.9	1,918,524.2	681.40				Average	
		ML-NB294	238	1,097,162.4	1,918,678.0	680.60				Average	
		ML-NB294	239	1,097,249.2	1,918,829.0	680.90				Average	
		ML-NB294	240	1,097,304.8	1,918,916.8	681.00				Average	
		ML-NB294	241	1,097,421.1	1,919,084.2	684.00				Average	
		ML-NB294	242	1,097,493.2	1,919,173.8	685.90				Average	
		ML-NB294	243	1,097,593.0	1,919,286.5	689.10				Average	
		ML-NB294	244	1,097,700.6	1,919,396.8	692.50				Average	
		ML-NB294	245	1,097,781.4	1,919,473.1	694.80				Average	
		ML-NB294	246	1,097,888.1	1,919,566.0	697.10				Average	
		ML-NB294	247	1,098,021.8	1,919,665.0	698.90				Average	
		ML-NB294	248	1,098,160.1	1,919,759.2	695.00				Average	Y
		ML-NB294	249	1,098,305.8	1,919,846.8	696.00				Average	
		ML-NB294	250	1,098,474.9	1,919,929.8	696.40				Average	
		ML-NB294	251	1,098,570.4	1,919,973.1	694.60				Average	
		ML-NB294	252	1,098,703.2	1,920,025.2	691.50				Average	
		ML-NB294	253	1,098,848.2	1,920,075.6	686.90				Average	
		ML-NB294	254	1,099,231.9	1,920,169.2	676.10				Average	
		ML-NB294	255	1,099,816.1	1,920,302.1	661.20				Average	
		ML-NB294	256	1,100,088.8	1,920,362.9	658.50				Average	
		ML-NB294	257	1,100,901.2	1,920,547.8	654.00				Average	
		ML-NB294	258	1,100,952.4	1,920,559.1	654.00				Average	
		ML-NB294	259	1,101,361.2	1,920,651.1	652.10				Average	
		ML-NB294	260	1,101,725.8	1,920,733.5	652.10				Average	
		ML-NB294	261	1,102,501.0	1,920,913.2	656.00				Average	
		ML-NB294	262	1,103,084.1	1,921,059.6	662.30				Average	
		ML-NB294	263	1,103,624.4	1,921,195.0	669.70				Average	
		ML-NB294	264	1,103,866.1	1,921,254.0	671.20				Average	
		ML-NB294	265	1,103,905.0	1,921,264.5	673.00				Average	Y
		ML-NB294	266	1,104,182.8	1,921,336.0	675.90				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	267	1,104,345.2	1,921,386.0	679.50				Average	Y
		ML-NB294	268	1,104,467.5	1,921,432.5	679.50				Average	Y
		ML-NB294	269	1,104,663.2	1,921,517.2	683.60				Average	Y
		ML-NB294	270	1,104,855.8	1,921,617.2	686.90				Average	Y
		ML-NB294	271	1,105,029.2	1,921,718.6	687.40				Average	Y
		ML-NB294	272	1,105,202.2	1,921,835.2	688.90				Average	Y
		ML-NB294	273	1,105,316.1	1,921,924.9	689.10				Average	Y
		ML-NB294	274	1,105,470.9	1,922,054.8	688.70				Average	Y
		ML-NB294	275	1,105,569.6	1,922,153.2	688.00				Average	Y
		ML-NB294	276	1,105,713.2	1,922,301.2	686.50				Average	Y
		ML-NB294	277	1,105,809.8	1,922,417.9	685.40				Average	Y
		ML-NB294	278	1,105,900.8	1,922,536.0	683.20				Average	Y
		ML-NB294	279	1,105,990.4	1,922,664.5	681.40				Average	Y
		ML-NB294	280	1,106,065.4	1,922,788.1	679.00				Average	Y
		ML-NB294	281	1,106,155.8	1,922,942.2	676.60				Average	Y
		ML-NB294	282	1,106,209.8	1,923,052.0	673.00				Average	
		ML-NB294	283	1,106,275.1	1,923,204.0	671.30				Average	
		ML-NB294	284	1,106,357.8	1,923,406.1	667.60				Average	
		ML-NB294	285	1,106,409.8	1,923,549.2	664.80					
ML-NB294-IL-06	24.0	ML-NB294	286	1,106,409.8	1,923,549.2	664.80				Average	
		ML-NB294	287	1,106,504.2	1,923,815.1	659.60				Average	
		ML-NB294	288	1,106,531.8	1,923,901.4	657.80				Average	
		ML-NB294	289	1,106,551.5	1,923,964.2	656.60				Average	
		ML-NB294	290	1,106,589.5	1,924,095.6	653.60				Average	
		ML-NB294	291	1,106,621.5	1,924,205.2	651.40				Average	
		ML-NB294	292	1,106,693.6	1,924,458.5	646.60				Average	
		ML-NB294	293	1,106,770.0	1,924,724.8	641.20				Average	
		ML-NB294	294	1,106,842.2	1,924,978.1	638.30				Average	
		ML-NB294	295	1,106,871.1	1,925,080.2	640.90				Average	
		ML-NB294	296	1,106,957.8	1,925,365.2	642.00				Average	
		ML-NB294	297	1,107,068.9	1,925,735.2	643.00				Average	
		ML-NB294	298	1,107,105.6	1,925,859.8	643.00				Average	
		ML-NB294	299	1,107,215.6	1,926,217.5	646.10				Average	
		ML-NB294	300	1,107,276.8	1,926,383.6	649.70				Average	
		ML-NB294	301	1,107,318.2	1,926,487.0	651.50				Average	
		ML-NB294	302	1,107,361.8	1,926,593.6	653.60				Average	
		ML-NB294	303	1,107,427.9	1,926,743.6	656.60					
ML-NB294-IL-07	24.0	ML-NB294	304	1,107,427.9	1,926,743.6	656.60				Average	
		ML-NB294	305	1,107,551.2	1,926,998.2	661.20				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	306	1,107,590.9	1,927,081.0	661.00				Average	Y
		ML-NB294	307	1,107,629.1	1,927,158.1	661.00				Average	
		ML-NB294	308	1,107,858.2	1,927,642.8	652.00				Average	
		ML-NB294	309	1,107,966.8	1,927,866.8	648.10				Average	
		ML-NB294	310	1,108,033.4	1,928,007.0	646.40				Average	
		ML-NB294	311	1,108,098.8	1,928,139.6	645.10				Average	
		ML-NB294	312	1,108,248.8	1,928,451.5	643.40				Average	
		ML-NB294	313	1,108,277.9	1,928,509.8	643.10					
ML-NB294-IL-08	24.0	ML-NB294	314	1,108,277.9	1,928,509.8	643.10				Average	
		ML-NB294	315	1,108,390.6	1,928,743.2	644.00				Average	
		ML-NB294	316	1,108,498.9	1,928,972.2	645.50				Average	
		ML-NB294	317	1,108,575.2	1,929,125.8	646.80				Average	
		ML-NB294	318	1,108,717.0	1,929,420.1	649.10				Average	
		ML-NB294	319	1,108,758.8	1,929,507.6	650.00				Average	
		ML-NB294	320	1,108,864.2	1,929,728.4	652.30				Average	
		ML-NB294	321	1,108,933.0	1,929,868.0	654.00				Average	
		ML-NB294	322	1,108,985.8	1,929,977.8	655.50				Average	
		ML-NB294	323	1,109,103.1	1,930,227.8	659.00				Average	
		ML-NB294	324	1,109,173.4	1,930,373.1	660.00				Average	Y
		ML-NB294	325	1,109,205.2	1,930,436.1	660.00				Average	
		ML-NB294	326	1,109,295.5	1,930,629.8	662.60				Average	
		ML-NB294	327	1,109,362.1	1,930,764.5	663.70				Average	
		ML-NB294	328	1,109,459.2	1,930,965.9	665.40				Average	
		ML-NB294	329	1,109,544.1	1,931,145.1	666.70				Average	
		ML-NB294	330	1,109,662.1	1,931,389.5	669.80				Average	
		ML-NB294	331	1,109,737.1	1,931,549.2	670.00				Average	Y
		ML-NB294	332	1,109,942.0	1,931,966.6	668.00				Average	
		ML-NB294	333	1,110,057.2	1,932,206.9	665.40				Average	
		ML-NB294	334	1,110,151.8	1,932,401.2	660.90				Average	
		ML-NB294	335	1,110,208.8	1,932,521.5	658.20				Average	
		ML-NB294	336	1,110,279.5	1,932,676.2	655.60				Average	
		ML-NB294	337	1,110,346.8	1,932,845.1	652.10				Average	
		ML-NB294	338	1,110,390.6	1,932,977.8	649.70				Average	
		ML-NB294	339	1,110,425.2	1,933,106.9	646.80				Average	
		ML-NB294	340	1,110,436.9	1,933,155.4	645.90					
ML-NB294-IL-09	24.0	ML-NB294	341	1,110,436.9	1,933,155.4	645.90				Average	
		ML-NB294	342	1,110,459.2	1,933,266.2	643.90				Average	
		ML-NB294	343	1,110,479.2	1,933,384.2	642.30				Average	
		ML-NB294	344	1,110,495.8	1,933,529.2	642.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	345	1,110,507.1	1,933,651.8	642.10				Average	
		ML-NB294	346	1,110,509.8	1,933,751.5	642.10				Average	
		ML-NB294	347	1,110,509.8	1,933,879.1	642.10				Average	
		ML-NB294	348	1,110,506.2	1,933,976.2	643.10				Average	
		ML-NB294	349	1,110,494.9	1,934,093.5	642.40				Average	
		ML-NB294	350	1,110,480.2	1,934,240.2	642.70				Average	
		ML-NB294	351	1,110,465.4	1,934,365.2	643.30				Average	
		ML-NB294	352	1,110,454.1	1,934,463.2	643.00				Average	
		ML-NB294	353	1,110,429.0	1,934,654.2	643.60				Average	
		ML-NB294	354	1,110,396.5	1,934,916.9	644.00				Average	
		ML-NB294	355	1,110,376.0	1,935,079.5	644.00					
ML-NB294-IL-10	24.0	ML-NB294	356	1,110,376.0	1,935,079.5	644.00				Average	
		ML-NB294	357	1,110,323.9	1,935,515.9	643.00				Average	
		ML-NB294	358	1,110,294.1	1,935,740.0	642.00					
ML-NB294-OL-01	24.0	ML-NB294	359	1,097,164.9	1,887,403.5	673.20				Average	
		ML-NB294	360	1,097,153.2	1,887,731.2	674.00				Average	
		ML-NB294	361	1,097,142.8	1,887,973.0	675.40				Average	
		ML-NB294	362	1,097,138.2	1,888,145.2	676.70				Average	
		ML-NB294	363	1,097,135.5	1,888,289.6	678.10				Average	
		ML-NB294	364	1,097,133.8	1,888,624.1	682.00				Average	
		ML-NB294	365	1,097,133.8	1,888,839.1	684.60				Average	
		ML-NB294	366	1,097,133.2	1,889,183.0	689.20				Average	
		ML-NB294	367	1,097,129.4	1,889,371.9	691.30				Average	
		ML-NB294	368	1,097,123.8	1,889,516.9	692.00				Average	
		ML-NB294	369	1,097,116.0	1,889,711.9	692.00				Average	
		ML-NB294	370	1,097,106.0	1,889,865.8	691.00				Average	
		ML-NB294	371	1,097,091.6	1,890,033.5	690.90				Average	
		ML-NB294	372	1,097,073.8	1,890,234.6	690.00				Average	
		ML-NB294	373	1,097,057.1	1,890,432.4	689.50				Average	
		ML-NB294	374	1,097,043.8	1,890,585.8	688.50				Average	
		ML-NB294	375	1,097,034.9	1,890,676.9	688.10				Average	
		ML-NB294	376	1,097,028.8	1,890,779.1	688.00				Average	
		ML-NB294	377	1,097,023.2	1,890,929.1	688.50				Average	
		ML-NB294	378	1,097,024.9	1,891,028.0	689.50				Average	
		ML-NB294	379	1,097,028.2	1,891,100.8	690.50				Average	
		ML-NB294	380	1,097,038.8	1,891,224.6	691.20				Average	
		ML-NB294	381	1,097,056.0	1,891,369.1	693.50				Average	
		ML-NB294	382	1,097,076.0	1,891,473.5	694.90				Average	
		ML-NB294	383	1,097,106.0	1,891,616.9	696.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	384	1,097,128.8	1,891,715.2	698.00					
ML-NB294-OL-02	24.0	ML-NB294	385	1,097,128.8	1,891,715.2	698.00				Average	
		ML-NB294	386	1,097,161.1	1,891,862.2	699.50				Average	
		ML-NB294	387	1,097,179.5	1,891,939.6	700.00				Average	
		ML-NB294	388	1,097,200.2	1,892,033.9	701.00				Average	
		ML-NB294	389	1,097,234.5	1,892,188.2	702.20				Average	
		ML-NB294	390	1,097,271.2	1,892,350.4	703.30				Average	
		ML-NB294	391	1,097,285.8	1,892,411.2	702.30				Average	
		ML-NB294	392	1,097,335.2	1,892,630.4	700.00				Average	Y
		ML-NB294	393	1,097,354.6	1,892,714.5	700.00				Average	
		ML-NB294	394	1,097,414.4	1,892,982.5	699.00				Average	
		ML-NB294	395	1,097,535.8	1,893,519.2	698.90				Average	Y
		ML-NB294	396	1,097,590.2	1,893,756.8	699.20				Average	
		ML-NB294	397	1,097,629.1	1,893,926.8	702.60				Average	
		ML-NB294	398	1,097,675.6	1,894,147.0	707.90				Average	
		ML-NB294	399	1,097,706.2	1,894,322.0	711.50				Average	
		ML-NB294	400	1,097,714.5	1,894,395.6	712.80				Average	
		ML-NB294	401	1,097,724.9	1,894,542.8	715.10				Average	
		ML-NB294	402	1,097,728.4	1,894,669.2	717.50				Average	
		ML-NB294	403	1,097,728.4	1,894,796.2	720.30				Average	
		ML-NB294	404	1,097,723.6	1,894,879.6	722.00				Average	
		ML-NB294	405	1,097,706.8	1,895,062.9	720.00				Average	Y
		ML-NB294	406	1,097,696.5	1,895,139.2	720.00				Average	Y
		ML-NB294	407	1,097,677.8	1,895,272.0	720.00				Average	Y
		ML-NB294	408	1,097,656.9	1,895,399.0	721.00				Average	Y
		ML-NB294	409	1,097,631.4	1,895,550.8	721.00				Average	
		ML-NB294	410	1,097,623.2	1,895,588.5	720.00				Average	
		ML-NB294	411	1,097,573.2	1,895,818.8	721.00				Average	
		ML-NB294	412	1,097,538.5	1,896,006.2	718.40				Average	
		ML-NB294	413	1,097,511.6	1,896,169.5	716.00				Average	
		ML-NB294	414	1,097,460.8	1,896,443.9	713.90				Average	
		ML-NB294	415	1,097,410.2	1,896,728.8	712.10				Average	
		ML-NB294	416	1,097,393.8	1,896,818.0	712.00				Average	Y
		ML-NB294	417	1,097,376.8	1,896,898.9	712.00				Average	
		ML-NB294	418	1,097,314.8	1,897,246.9	715.40				Average	
		ML-NB294	419	1,097,262.5	1,897,521.8	716.00				Average	Y
		ML-NB294	420	1,097,233.6	1,897,691.2	719.00				Average	
		ML-NB294	421	1,097,204.6	1,897,875.4	720.00				Average	
		ML-NB294	422	1,097,187.2	1,898,002.1	716.80				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	423	1,097,181.5	1,898,046.1	722.00				Average	Y
		ML-NB294	424	1,097,135.0	1,898,529.4	722.00					
ML-NB294-OL-03	24.0	ML-NB294	425	1,097,135.0	1,898,529.4	722.00				Average	
		ML-NB294	426	1,097,092.8	1,898,973.9	722.30				Average	
		ML-NB294	427	1,097,073.8	1,899,197.0	721.50				Average	
		ML-NB294	428	1,097,046.8	1,899,481.8	721.80				Average	
		ML-NB294	429	1,097,024.2	1,899,741.2	721.80				Average	
		ML-NB294	430	1,097,020.8	1,899,843.8	721.70				Average	
		ML-NB294	431	1,097,017.2	1,899,963.5	720.00				Average	Y
		ML-NB294	432	1,097,021.6	1,900,356.8	720.00				Average	
		ML-NB294	433	1,097,034.6	1,900,536.4	717.60				Average	
		ML-NB294	434	1,097,055.4	1,900,755.1	713.30				Average	
		ML-NB294	435	1,097,070.2	1,900,875.8	710.20				Average	
		ML-NB294	436	1,097,088.4	1,900,995.6	707.60				Average	
		ML-NB294	437	1,097,114.5	1,901,141.4	704.40				Average	
		ML-NB294	438	1,097,177.8	1,901,477.4	697.80					
ML-NB294-OL-04	24.0	ML-NB294	439	1,097,177.8	1,901,477.4	697.80				Average	
		ML-NB294	440	1,097,239.1	1,901,765.9	690.30				Average	
		ML-NB294	441	1,097,275.6	1,901,935.8	687.70				Average	
		ML-NB294	442	1,097,306.8	1,902,092.0	684.30				Average	
		ML-NB294	443	1,097,339.1	1,902,251.2	681.90				Average	
		ML-NB294	444	1,097,368.2	1,902,413.8	678.00				Average	
		ML-NB294	445	1,097,387.0	1,902,551.2	675.40				Average	
		ML-NB294	446	1,097,393.2	1,902,603.4	675.50				Average	
		ML-NB294	447	1,097,411.0	1,902,747.2	673.80				Average	
		ML-NB294	448	1,097,418.2	1,902,869.0	670.90				Average	
		ML-NB294	449	1,097,420.4	1,903,033.6	669.60				Average	
		ML-NB294	450	1,097,422.5	1,903,150.2	670.30				Average	
		ML-NB294	451	1,097,421.4	1,903,262.8	670.60				Average	
		ML-NB294	452	1,097,417.2	1,903,368.0	672.10				Average	
		ML-NB294	453	1,097,410.0	1,903,480.5	674.00				Average	
		ML-NB294	454	1,097,400.6	1,903,573.2	674.60				Average	
		ML-NB294	455	1,097,385.0	1,903,694.0	676.50				Average	
		ML-NB294	456	1,097,362.0	1,903,833.6	677.40				Average	
		ML-NB294	457	1,097,338.1	1,903,956.5	678.20				Average	
		ML-NB294	458	1,097,301.6	1,904,120.1	681.40				Average	
		ML-NB294	459	1,097,265.2	1,904,252.4	684.30				Average	
		ML-NB294	460	1,097,241.2	1,904,362.8	685.40				Average	
		ML-NB294	461	1,097,211.0	1,904,488.8	687.80				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	462	1,097,178.8	1,904,626.2	688.90				Average	
		ML-NB294	463	1,097,156.8	1,904,708.6	691.70				Average	
		ML-NB294	464	1,097,104.8	1,904,942.0	693.90				Average	
		ML-NB294	465	1,097,057.9	1,905,151.2	697.80				Average	
		ML-NB294	466	1,097,037.0	1,905,245.1	695.50				Average	Y
		ML-NB294	467	1,096,960.0	1,905,600.2	700.00				Average	
		ML-NB294	468	1,096,937.0	1,905,728.4	706.30				Average	
		ML-NB294	469	1,096,920.4	1,905,868.0	706.30				Average	
		ML-NB294	470	1,096,901.6	1,906,010.8	707.20				Average	
		ML-NB294	471	1,096,895.4	1,906,163.8	707.20				Average	
		ML-NB294	472	1,096,883.9	1,906,346.1	707.00				Average	Y
		ML-NB294	473	1,096,879.8	1,906,535.0	705.00				Average	
		ML-NB294	474	1,096,874.5	1,906,803.4	699.30				Average	
		ML-NB294	475	1,096,873.5	1,906,980.5	695.90				Average	
		ML-NB294	476	1,096,874.5	1,907,374.2	688.00				Average	
		ML-NB294	477	1,096,873.5	1,907,639.9	684.50				Average	
		ML-NB294	478	1,096,871.4	1,908,029.5	685.30				Average	
		ML-NB294	479	1,096,872.8	1,908,254.5	688.60				Average	
		ML-NB294	480	1,096,873.2	1,908,659.9	693.90				Average	
		ML-NB294	481	1,096,873.2	1,908,740.5	693.90				Average	Y
		ML-NB294	482	1,096,877.2	1,909,010.6	693.90				Average	
		ML-NB294	483	1,096,876.4	1,909,288.0	697.30					
ML-NB294-OL-05	24.0	ML-NB294	484	1,096,876.4	1,909,288.0	697.30				Average	
		ML-NB294	485	1,096,868.8	1,909,795.8	692.30				Average	
		ML-NB294	486	1,096,869.8	1,910,485.9	678.50				Average	
		ML-NB294	487	1,096,871.4	1,910,915.6	670.50				Average	
		ML-NB294	488	1,096,868.8	1,911,266.2	668.30				Average	
		ML-NB294	489	1,096,870.6	1,911,689.1	667.00				Average	
		ML-NB294	490	1,096,869.8	1,912,210.8	666.00				Average	
		ML-NB294	491	1,096,869.8	1,912,740.2	665.00				Average	
		ML-NB294	492	1,096,868.8	1,913,189.9	663.90				Average	
		ML-NB294	493	1,096,869.2	1,913,791.8	662.20				Average	
		ML-NB294	494	1,096,870.2	1,914,048.1	662.00				Average	
		ML-NB294	495	1,096,868.1	1,914,495.0	661.00				Average	
		ML-NB294	496	1,096,869.2	1,914,984.6	660.00				Average	
		ML-NB294	497	1,096,868.2	1,915,491.8	659.00				Average	
		ML-NB294	498	1,096,868.2	1,916,003.8	659.00				Average	
		ML-NB294	499	1,096,867.4	1,916,542.9	666.90				Average	
		ML-NB294	500	1,096,867.4	1,917,062.9	675.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	501	1,096,870.0	1,917,439.6	681.00				Average	
		ML-NB294	502	1,096,877.8	1,917,595.8	684.20				Average	
		ML-NB294	503	1,096,901.2	1,917,785.1	687.00				Average	Y
		ML-NB294	504	1,096,911.6	1,917,858.9	687.00				Average	
		ML-NB294	505	1,096,935.1	1,917,971.8	686.30				Average	
		ML-NB294	506	1,096,962.0	1,918,101.0	686.20				Average	
		ML-NB294	507	1,096,997.6	1,918,218.2	685.00				Average	
		ML-NB294	508	1,097,034.0	1,918,332.0	683.00				Average	
		ML-NB294	509	1,097,072.2	1,918,428.2	681.90				Average	
		ML-NB294	510	1,097,113.0	1,918,523.8	680.80				Average	
		ML-NB294	511	1,097,188.5	1,918,677.4	679.20				Average	
		ML-NB294	512	1,097,275.4	1,918,828.5	680.20				Average	
		ML-NB294	513	1,097,330.9	1,918,916.2	680.20				Average	
		ML-NB294	514	1,097,447.2	1,919,083.8	683.40				Average	
		ML-NB294	515	1,097,519.2	1,919,173.1	685.60				Average	
		ML-NB294	516	1,097,619.1	1,919,285.9	689.10				Average	
		ML-NB294	517	1,097,736.2	1,919,398.1	692.00				Average	
		ML-NB294	518	1,097,817.1	1,919,474.5	694.80				Average	
		ML-NB294	519	1,097,923.8	1,919,567.4	697.00				Average	
		ML-NB294	520	1,098,057.5	1,919,666.4	698.40				Average	
		ML-NB294	521	1,098,161.8	1,919,738.4	695.00				Average	Y
		ML-NB294	522	1,098,305.2	1,919,819.6	696.00				Average	
		ML-NB294	523	1,098,353.5	1,919,846.9	697.10				Average	
		ML-NB294	524	1,098,504.6	1,919,919.0	694.40				Average	
		ML-NB294	525	1,098,600.1	1,919,962.4	693.90				Average	
		ML-NB294	526	1,098,732.9	1,920,014.5	690.00				Average	
		ML-NB294	527	1,098,891.4	1,920,063.6	685.40				Average	
		ML-NB294	528	1,099,264.2	1,920,153.2	675.20				Average	
		ML-NB294	529	1,099,844.5	1,920,285.5	660.60				Average	
		ML-NB294	530	1,100,117.1	1,920,346.2	658.00				Average	
		ML-NB294	531	1,100,901.6	1,920,524.2	654.00				Average	
		ML-NB294	532	1,100,952.8	1,920,535.5	654.10				Average	
		ML-NB294	533	1,101,389.2	1,920,631.2	651.90				Average	
		ML-NB294	534	1,101,753.9	1,920,713.8	651.80				Average	
		ML-NB294	535	1,102,532.0	1,920,895.9	654.80				Average	
		ML-NB294	536	1,103,117.8	1,921,040.8	662.50				Average	
		ML-NB294	537	1,103,658.0	1,921,176.1	668.70				Average	
		ML-NB294	538	1,103,899.8	1,921,235.1	672.10				Average	
		ML-NB294	539	1,103,938.6	1,921,245.5	673.00				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	540	1,104,213.9	1,921,321.9	675.90				Average	Y
		ML-NB294	541	1,104,376.4	1,921,371.9	679.50				Average	Y
		ML-NB294	542	1,104,498.8	1,921,418.5	679.50				Average	Y
		ML-NB294	543	1,104,694.5	1,921,503.2	683.60				Average	Y
		ML-NB294	544	1,104,889.6	1,921,607.0	686.90				Average	Y
		ML-NB294	545	1,105,063.2	1,921,708.4	687.40				Average	Y
		ML-NB294	546	1,105,236.2	1,921,825.1	688.90				Average	Y
		ML-NB294	547	1,105,350.8	1,921,920.9	689.10				Average	Y
		ML-NB294	548	1,105,511.2	1,922,062.6	688.70				Average	Y
		ML-NB294	549	1,105,609.8	1,922,161.2	688.00				Average	Y
		ML-NB294	550	1,105,761.9	1,922,318.5	686.50				Average	Y
		ML-NB294	551	1,105,844.2	1,922,426.8	685.40				Average	Y
		ML-NB294	552	1,105,926.9	1,922,535.4	683.20				Average	Y
		ML-NB294	553	1,106,016.5	1,922,663.9	681.40				Average	Y
		ML-NB294	554	1,106,091.5	1,922,787.5	679.00				Average	Y
		ML-NB294	555	1,106,181.8	1,922,941.8	676.60				Average	Y
		ML-NB294	556	1,106,235.9	1,923,051.4	673.00				Average	
		ML-NB294	557	1,106,301.2	1,923,203.5	671.70				Average	
		ML-NB294	558	1,106,383.9	1,923,405.6	667.60				Average	
		ML-NB294	559	1,106,435.9	1,923,548.6	664.90					
ML-NB294-OL-06	24.0	ML-NB294	560	1,106,435.9	1,923,548.6	664.90				Average	
		ML-NB294	561	1,106,530.4	1,923,814.6	658.90				Average	
		ML-NB294	562	1,106,557.9	1,923,900.9	657.80				Average	
		ML-NB294	563	1,106,577.8	1,923,963.8	656.50				Average	
		ML-NB294	564	1,106,615.6	1,924,095.0	653.60				Average	
		ML-NB294	565	1,106,647.8	1,924,204.6	651.00				Average	
		ML-NB294	566	1,106,719.8	1,924,457.9	646.20				Average	
		ML-NB294	567	1,106,796.1	1,924,724.2	641.00				Average	
		ML-NB294	568	1,106,868.2	1,924,977.5	640.50				Average	
		ML-NB294	569	1,106,897.2	1,925,079.8	641.00				Average	
		ML-NB294	570	1,106,983.9	1,925,364.8	641.90				Average	
		ML-NB294	571	1,107,095.0	1,925,734.8	642.60				Average	
		ML-NB294	572	1,107,131.8	1,925,859.2	642.70				Average	
		ML-NB294	573	1,107,241.8	1,926,217.0	645.90				Average	
		ML-NB294	574	1,107,302.8	1,926,383.1	649.50				Average	
		ML-NB294	575	1,107,344.5	1,926,486.4	650.80				Average	
		ML-NB294	576	1,107,387.8	1,926,593.1	653.00				Average	
		ML-NB294	577	1,107,454.0	1,926,743.1	656.50					
ML-NB294-OL-07	24.0	ML-NB294	578	1,107,454.0	1,926,743.1	656.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	579	1,107,577.4	1,926,997.8	660.90				Average	
		ML-NB294	580	1,107,617.0	1,927,080.4	661.00				Average	Y
		ML-NB294	581	1,107,655.2	1,927,157.5	661.00				Average	
		ML-NB294	582	1,107,884.2	1,927,642.2	652.00				Average	
		ML-NB294	583	1,107,992.9	1,927,866.2	648.00				Average	
		ML-NB294	584	1,108,059.5	1,928,006.5	646.30				Average	
		ML-NB294	585	1,108,124.8	1,928,139.1	644.70				Average	
		ML-NB294	586	1,108,274.8	1,928,450.9	643.20				Average	
		ML-NB294	587	1,108,304.0	1,928,509.2	643.10					
ML-NB294-OL-08	24.0	ML-NB294	588	1,108,304.0	1,928,509.2	643.10				Average	
		ML-NB294	589	1,108,416.8	1,928,742.8	643.90				Average	
		ML-NB294	590	1,108,525.0	1,928,971.6	645.30				Average	
		ML-NB294	591	1,108,601.4	1,929,125.1	646.90				Average	
		ML-NB294	592	1,108,743.1	1,929,419.5	649.10				Average	
		ML-NB294	593	1,108,784.8	1,929,507.0	650.00				Average	
		ML-NB294	594	1,108,890.2	1,929,727.9	652.50				Average	
		ML-NB294	595	1,108,959.1	1,929,867.5	654.00				Average	
		ML-NB294	596	1,109,011.8	1,929,977.2	655.20				Average	
		ML-NB294	597	1,109,129.2	1,930,227.2	659.10				Average	
		ML-NB294	598	1,109,200.2	1,930,374.0	660.00				Average	Y
		ML-NB294	599	1,109,231.2	1,930,435.5	660.00				Average	
		ML-NB294	600	1,109,321.6	1,930,629.2	662.70				Average	
		ML-NB294	601	1,109,388.2	1,930,764.0	663.60				Average	
		ML-NB294	602	1,109,485.5	1,930,965.4	664.80				Average	
		ML-NB294	603	1,109,570.2	1,931,144.5	666.50				Average	
		ML-NB294	604	1,109,688.2	1,931,389.0	669.40				Average	
		ML-NB294	605	1,109,763.2	1,931,548.8	670.00				Average	Y
		ML-NB294	606	1,109,968.1	1,931,966.1	668.00				Average	
		ML-NB294	607	1,110,083.4	1,932,206.2	665.00				Average	
		ML-NB294	608	1,110,177.8	1,932,400.8	660.70				Average	
		ML-NB294	609	1,110,234.8	1,932,520.9	658.50				Average	
		ML-NB294	610	1,110,305.6	1,932,675.8	656.40				Average	
		ML-NB294	611	1,110,373.0	1,932,844.5	652.90				Average	
		ML-NB294	612	1,110,416.8	1,932,977.2	650.30				Average	
		ML-NB294	613	1,110,451.4	1,933,106.2	647.80				Average	
		ML-NB294	614	1,110,463.0	1,933,154.9	646.70					
ML-NB294-OL-09	24.0	ML-NB294	615	1,110,463.0	1,933,154.9	646.70				Average	
		ML-NB294	616	1,110,485.5	1,933,265.8	645.10				Average	
		ML-NB294	617	1,110,505.4	1,933,383.8	644.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	618	1,110,521.9	1,933,528.8	642.70				Average	
		ML-NB294	619	1,110,533.2	1,933,651.1	643.00				Average	
		ML-NB294	620	1,110,535.8	1,933,751.0	643.00				Average	
		ML-NB294	621	1,110,535.8	1,933,878.6	643.20				Average	
		ML-NB294	622	1,110,532.2	1,933,975.8	644.00				Average	
		ML-NB294	623	1,110,521.0	1,934,093.0	643.10				Average	
		ML-NB294	624	1,110,506.2	1,934,239.8	643.00				Average	
		ML-NB294	625	1,110,491.5	1,934,364.8	644.10				Average	
		ML-NB294	626	1,110,480.2	1,934,462.8	643.00				Average	
		ML-NB294	627	1,110,455.1	1,934,653.8	643.30				Average	
		ML-NB294	628	1,110,422.8	1,934,916.4	644.00				Average	
		ML-NB294	629	1,110,402.1	1,935,078.9	643.90					
ML-NB294-OL-10	24.0	ML-NB294	630	1,110,402.1	1,935,078.9	643.90				Average	
		ML-NB294	631	1,110,350.0	1,935,515.4	642.80				Average	
		ML-NB294	632	1,110,320.2	1,935,739.8	642.00					
ML-NB294-OL2-08	12.0	ML-NB294	633	1,108,321.2	1,928,500.1	642.90				Average	
		ML-NB294	634	1,108,433.9	1,928,733.6	643.40				Average	
		ML-NB294	635	1,108,542.2	1,928,962.5	645.30				Average	
		ML-NB294	636	1,108,618.8	1,929,115.9	646.40				Average	
		ML-NB294	637	1,108,760.2	1,929,410.4	648.90				Average	
		ML-NB294	638	1,108,802.0	1,929,497.9	649.60				Average	
		ML-NB294	639	1,108,907.5	1,929,718.8	651.00				Average	
		ML-NB294	640	1,108,976.2	1,929,858.2	652.70				Average	
		ML-NB294	641	1,109,029.1	1,929,968.0	654.20				Average	
		ML-NB294	642	1,109,146.4	1,930,218.0	659.00				Average	
		ML-NB294	643	1,109,222.8	1,930,375.2	660.00				Average	Y
		ML-NB294	644	1,109,253.6	1,930,437.2	660.00				Average	
		ML-NB294	645	1,109,338.8	1,930,620.1	660.90				Average	
		ML-NB294	646	1,109,405.5	1,930,754.8	661.00				Average	
		ML-NB294	647	1,109,502.8	1,930,956.2	664.40				Average	
		ML-NB294	648	1,109,587.4	1,931,135.4	664.40				Average	
		ML-NB294	649	1,109,705.5	1,931,379.8	666.50				Average	
		ML-NB294	650	1,109,780.5	1,931,539.5	670.00				Average	Y
		ML-NB294	651	1,109,985.2	1,931,956.9	668.00				Average	
		ML-NB294	652	1,110,100.6	1,932,197.2	663.90				Average	
		ML-NB294	653	1,110,195.0	1,932,391.6	659.20				Average	
		ML-NB294	654	1,110,252.0	1,932,511.8	657.20				Average	
		ML-NB294	655	1,110,322.8	1,932,666.6	656.40				Average	
		ML-NB294	656	1,110,390.2	1,932,835.4	652.70				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	657	1,110,433.9	1,932,968.0	650.40				Average
		ML-NB294	658	1,110,468.8	1,933,097.2	647.50				Average
		ML-NB294	659	1,110,480.2	1,933,145.8	646.90				
ML-NB294-OL2-09	12.0	ML-NB294	660	1,110,480.2	1,933,145.8	646.90				Average
		ML-NB294	661	1,110,504.1	1,933,257.2	645.50				Average
		ML-NB294	662	1,110,524.0	1,933,375.2	644.10				Average
		ML-NB294	663	1,110,540.5	1,933,520.2	643.00				Average
		ML-NB294	664	1,110,551.8	1,933,642.8	642.50				Average
		ML-NB294	665	1,110,554.4	1,933,742.5	643.10				Average
		ML-NB294	666	1,110,554.4	1,933,870.1	643.90				Average
		ML-NB294	667	1,110,550.9	1,933,967.2	643.40				Average
		ML-NB294	668	1,110,541.6	1,934,091.4	643.90				Average
		ML-NB294	669	1,110,526.8	1,934,238.1	642.40				Average
		ML-NB294	670	1,110,512.0	1,934,363.1	645.60				Average
		ML-NB294	671	1,110,500.8	1,934,461.2	643.40				Average
		ML-NB294	672	1,110,480.5	1,934,650.4	642.70				Average
		ML-NB294	673	1,110,443.6	1,934,917.1	643.50				Average
		ML-NB294	674	1,110,424.4	1,935,074.1	642.20				
ML-SB294-OL2-09	24.0	ML-SB294	675	1,110,271.0	1,935,069.8	643.50				Average
		ML-SB294	676	1,110,290.2	1,934,912.8	643.50				Average
		ML-SB294	677	1,110,327.0	1,934,646.1	643.00				Average
		ML-SB294	678	1,110,347.2	1,934,456.8	644.00				Average
		ML-SB294	679	1,110,358.6	1,934,358.8	646.40				Average
		ML-SB294	680	1,110,373.4	1,934,233.8	643.10				Average
		ML-SB294	681	1,110,388.1	1,934,087.0	641.10				Average
		ML-SB294	682	1,110,397.5	1,933,963.0	639.00				Average
		ML-SB294	683	1,110,401.0	1,933,865.8	638.10				Average
		ML-SB294	684	1,110,401.0	1,933,738.2	638.00				Average
		ML-SB294	685	1,110,398.4	1,933,638.2	638.00				Average
		ML-SB294	686	1,110,387.1	1,933,515.9	639.00				Average
		ML-SB294	687	1,110,370.6	1,933,371.0	639.80				Average
		ML-SB294	688	1,110,350.6	1,933,252.9	641.20				Average
		ML-SB294	689	1,110,326.8	1,933,141.4	643.10				
ML-SB294-OL2-08	24.0	ML-SB294	690	1,110,326.8	1,933,141.4	643.10				Average
		ML-SB294	691	1,110,315.2	1,933,092.8	644.20				Average
		ML-SB294	692	1,110,280.5	1,932,963.8	646.40				Average
		ML-SB294	693	1,110,236.8	1,932,831.0	649.50				Average
		ML-SB294	694	1,110,169.4	1,932,662.2	653.70				Average
		ML-SB294	695	1,110,098.6	1,932,507.4	658.20				Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	696	1,110,041.6	1,932,387.2	660.80				Average	
		ML-SB294	697	1,109,947.2	1,932,192.8	666.20				Average	
		ML-SB294	698	1,109,858.1	1,932,006.6	668.00				Average	Y
		ML-SB294	699	1,109,627.0	1,931,535.2	670.50				Average	
		ML-SB294	700	1,109,552.0	1,931,375.5	668.10				Average	
		ML-SB294	701	1,109,434.0	1,931,131.0	664.90				Average	
		ML-SB294	702	1,109,349.2	1,930,951.9	663.50				Average	
		ML-SB294	703	1,109,252.0	1,930,750.5	661.40				Average	
		ML-SB294	704	1,109,185.4	1,930,615.8	660.70					
ML-SB294-OL-10	12.0	ML-SB294	705	1,110,217.1	1,935,737.9	642.00				Average	
		ML-SB294	706	1,110,246.9	1,935,513.8	643.00				Average	
		ML-SB294	707	1,110,299.0	1,935,077.2	643.90					
ML-SB294-OL-09	24.0	ML-SB294	708	1,110,299.0	1,935,077.2	643.90				Average	
		ML-SB294	709	1,110,319.5	1,934,914.8	643.90				Average	
		ML-SB294	710	1,110,351.9	1,934,652.1	643.50				Average	
		ML-SB294	711	1,110,377.1	1,934,461.2	643.00				Average	
		ML-SB294	712	1,110,388.4	1,934,363.1	643.00				Average	
		ML-SB294	713	1,110,403.1	1,934,238.1	642.00				Average	
		ML-SB294	714	1,110,417.9	1,934,091.4	641.00				Average	
		ML-SB294	715	1,110,429.2	1,933,974.2	640.90				Average	
		ML-SB294	716	1,110,432.8	1,933,877.0	640.00				Average	
		ML-SB294	717	1,110,432.8	1,933,749.4	640.00				Average	
		ML-SB294	718	1,110,430.1	1,933,649.5	640.10				Average	
		ML-SB294	719	1,110,418.8	1,933,527.1	639.80				Average	
		ML-SB294	720	1,110,402.2	1,933,382.2	640.20				Average	
		ML-SB294	721	1,110,382.2	1,933,264.1	641.80				Average	
		ML-SB294	722	1,110,359.8	1,933,153.2	643.90					
ML-SB294-OL-08	24.0	ML-SB294	723	1,110,359.8	1,933,153.2	643.90				Average	
		ML-SB294	724	1,110,348.2	1,933,104.8	645.00				Average	
		ML-SB294	725	1,110,313.6	1,932,975.6	647.90				Average	
		ML-SB294	726	1,110,269.8	1,932,842.9	650.60				Average	
		ML-SB294	727	1,110,202.4	1,932,674.2	654.60				Average	
		ML-SB294	728	1,110,131.6	1,932,519.2	659.00				Average	
		ML-SB294	729	1,110,074.8	1,932,399.2	662.10				Average	
		ML-SB294	730	1,109,980.2	1,932,204.8	666.10				Average	
		ML-SB294	731	1,109,879.8	1,931,996.2	668.00				Average	Y
		ML-SB294	732	1,109,660.1	1,931,547.1	671.10				Average	
		ML-SB294	733	1,109,585.1	1,931,387.4	669.50				Average	
		ML-SB294	734	1,109,467.0	1,931,142.9	666.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	735	1,109,382.2	1,930,963.8	664.40				Average	
		ML-SB294	736	1,109,285.1	1,930,762.4	663.00				Average	
		ML-SB294	737	1,109,218.4	1,930,627.8	661.70				Average	
		ML-SB294	738	1,109,128.1	1,930,433.9	660.00				Average	Y
		ML-SB294	739	1,109,096.0	1,930,370.1	660.00				Average	
		ML-SB294	740	1,109,026.1	1,930,225.6	658.70				Average	
		ML-SB294	741	1,108,908.8	1,929,975.6	655.10				Average	
		ML-SB294	742	1,108,855.9	1,929,865.8	654.00				Average	
		ML-SB294	743	1,108,787.2	1,929,726.2	652.30				Average	
		ML-SB294	744	1,108,681.6	1,929,505.4	650.00				Average	
		ML-SB294	745	1,108,639.9	1,929,417.9	649.00				Average	
		ML-SB294	746	1,108,498.2	1,929,123.5	646.60				Average	
		ML-SB294	747	1,108,421.9	1,928,970.0	645.50				Average	
		ML-SB294	748	1,108,313.6	1,928,741.1	644.00				Average	
		ML-SB294	749	1,108,200.8	1,928,507.6	643.20					
ML-SB294-OL-07	24.0	ML-SB294	750	1,108,200.8	1,928,507.6	643.20				Average	
		ML-SB294	751	1,108,171.6	1,928,449.2	643.40				Average	
		ML-SB294	752	1,108,021.6	1,928,137.5	645.30				Average	
		ML-SB294	753	1,107,956.4	1,928,004.8	646.80				Average	
		ML-SB294	754	1,107,889.8	1,927,864.6	648.70				Average	
		ML-SB294	755	1,107,781.2	1,927,640.6	652.70				Average	
		ML-SB294	756	1,107,561.0	1,927,174.5	661.00				Average	Y
		ML-SB294	757	1,107,521.0	1,927,093.9	661.00				Average	
		ML-SB294	758	1,107,474.2	1,926,996.2	659.40				Average	
		ML-SB294	759	1,107,350.8	1,926,741.4	657.10					
ML-SB294-OL-06	24.0	ML-SB294	760	1,107,350.8	1,926,741.4	657.10				Average	
		ML-SB294	761	1,107,284.6	1,926,591.5	654.10				Average	
		ML-SB294	762	1,107,241.2	1,926,484.8	652.30				Average	
		ML-SB294	763	1,107,199.6	1,926,381.5	650.30				Average	
		ML-SB294	764	1,107,138.5	1,926,215.2	646.90				Average	
		ML-SB294	765	1,107,028.5	1,925,857.6	643.00				Average	
		ML-SB294	766	1,106,991.9	1,925,733.1	642.80				Average	
		ML-SB294	767	1,106,880.8	1,925,363.1	641.00				Average	
		ML-SB294	768	1,106,794.1	1,925,078.1	640.90				Average	
		ML-SB294	769	1,106,765.2	1,924,975.9	639.90				Average	
		ML-SB294	770	1,106,693.0	1,924,722.6	641.90				Average	
		ML-SB294	771	1,106,616.6	1,924,456.2	646.50				Average	
		ML-SB294	772	1,106,544.5	1,924,203.0	651.60				Average	
		ML-SB294	773	1,106,512.4	1,924,093.4	653.80				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	774	1,106,469.8	1,923,966.4	655.80				Average	
		ML-SB294	775	1,106,447.2	1,923,896.1	657.50				Average	
		ML-SB294	776	1,106,418.6	1,923,814.4	658.20				Average	
		ML-SB294	777	1,106,320.6	1,923,557.2	660.70					
ML-SB294-OL-05	24.0	ML-SB294	778	1,106,320.6	1,923,557.2	660.70				Average	
		ML-SB294	779	1,106,263.9	1,923,410.2	667.00				Average	
		ML-SB294	780	1,106,178.4	1,923,205.1	673.00				Average	Y
		ML-SB294	781	1,106,111.8	1,923,065.9	673.00				Average	Y
		ML-SB294	782	1,106,055.4	1,922,947.9	676.60				Average	Y
		ML-SB294	783	1,105,965.4	1,922,796.2	679.00				Average	Y
		ML-SB294	784	1,105,891.5	1,922,674.4	681.40				Average	Y
		ML-SB294	785	1,105,803.4	1,922,554.1	683.20				Average	Y
		ML-SB294	786	1,105,710.2	1,922,436.9	685.40				Average	Y
		ML-SB294	787	1,105,608.8	1,922,319.8	686.50				Average	Y
		ML-SB294	788	1,105,467.4	1,922,173.8	688.00				Average	Y
		ML-SB294	789	1,105,357.8	1,922,076.5	688.70				Average	Y
		ML-SB294	790	1,105,200.2	1,921,948.2	689.10				Average	Y
		ML-SB294	791	1,105,094.1	1,921,871.2	688.90				Average	Y
		ML-SB294	792	1,104,926.4	1,921,760.2	687.40				Average	Y
		ML-SB294	793	1,104,751.4	1,921,662.4	686.90				Average	Y
		ML-SB294	794	1,104,556.2	1,921,574.1	683.60				Average	Y
		ML-SB294	795	1,104,356.6	1,921,486.2	679.50				Average	Y
		ML-SB294	796	1,104,232.6	1,921,444.8	679.50				Average	Y
		ML-SB294	797	1,104,077.4	1,921,398.2	675.90				Average	Y
		ML-SB294	798	1,103,829.0	1,921,337.9	673.00				Average	Y
		ML-SB294	799	1,103,770.6	1,921,322.8	673.00				Average	
		ML-SB294	800	1,103,518.0	1,921,260.2	662.30				Average	
		ML-SB294	801	1,103,000.8	1,921,130.1	661.80				Average	
		ML-SB294	802	1,102,409.8	1,920,982.8	655.00				Average	
		ML-SB294	803	1,101,636.2	1,920,795.2	652.00				Average	
		ML-SB294	804	1,101,268.0	1,920,710.8	652.10				Average	
		ML-SB294	805	1,100,861.8	1,920,618.6	653.90				Average	
		ML-SB294	806	1,100,809.8	1,920,607.8	653.90				Average	
		ML-SB294	807	1,099,987.2	1,920,421.8	658.30				Average	
		ML-SB294	808	1,099,714.9	1,920,361.2	661.80				Average	
		ML-SB294	809	1,099,132.6	1,920,229.1	677.90				Average	
		ML-SB294	810	1,098,755.0	1,920,128.5	690.20				Average	
		ML-SB294	811	1,098,602.4	1,920,073.2	694.20				Average	
		ML-SB294	812	1,098,473.8	1,920,013.8	697.10				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	813	1,098,376.4	1,919,968.8	697.60				Average	
		ML-SB294	814	1,098,302.2	1,919,929.4	696.00				Average	Y
		ML-SB294	815	1,098,162.8	1,919,849.9	695.00				Average	
		ML-SB294	816	1,098,045.2	1,919,777.0	700.00				Average	
		ML-SB294	817	1,097,920.9	1,919,685.4	698.60				Average	
		ML-SB294	818	1,097,790.2	1,919,580.5	697.10				Average	
		ML-SB294	819	1,097,686.2	1,919,488.8	695.40				Average	
		ML-SB294	820	1,097,600.0	1,919,409.8	691.00				Average	
		ML-SB294	821	1,097,493.8	1,919,294.4	688.70				Average	
		ML-SB294	822	1,097,398.0	1,919,173.6	685.30				Average	
		ML-SB294	823	1,097,332.0	1,919,087.5	684.10				Average	
		ML-SB294	824	1,097,217.4	1,918,917.2	682.60				Average	
		ML-SB294	825	1,097,161.2	1,918,831.2	680.70				Average	
		ML-SB294	826	1,097,077.8	1,918,679.1	681.40				Average	
		ML-SB294	827	1,097,003.8	1,918,522.9	682.20				Average	
		ML-SB294	828	1,096,963.6	1,918,428.6	683.30				Average	
		ML-SB294	829	1,096,925.6	1,918,331.8	685.90				Average	
		ML-SB294	830	1,096,894.4	1,918,216.6	687.80				Average	
		ML-SB294	831	1,096,858.8	1,918,099.4	688.60				Average	
		ML-SB294	832	1,096,831.9	1,917,970.1	688.80				Average	
		ML-SB294	833	1,096,808.5	1,917,857.2	687.00				Average	Y
		ML-SB294	834	1,096,798.1	1,917,783.5	687.00				Average	
		ML-SB294	835	1,096,774.6	1,917,594.2	686.60				Average	
		ML-SB294	836	1,096,766.8	1,917,438.0	683.70				Average	
		ML-SB294	837	1,096,764.2	1,917,061.2	675.40				Average	
		ML-SB294	838	1,096,764.2	1,916,541.2	666.60				Average	
		ML-SB294	839	1,096,765.1	1,916,002.2	659.10				Average	
		ML-SB294	840	1,096,765.1	1,915,490.1	659.10				Average	
		ML-SB294	841	1,096,766.0	1,914,982.9	660.10				Average	
		ML-SB294	842	1,096,765.0	1,914,493.4	661.40				Average	
		ML-SB294	843	1,096,767.1	1,914,046.5	662.00				Average	
		ML-SB294	844	1,096,766.0	1,913,790.2	662.10				Average	
		ML-SB294	845	1,096,765.8	1,913,188.2	663.50				Average	
		ML-SB294	846	1,096,766.5	1,912,738.8	664.10				Average	
		ML-SB294	847	1,096,766.5	1,912,209.2	665.40				Average	
		ML-SB294	848	1,096,767.4	1,911,687.5	666.40				Average	
		ML-SB294	849	1,096,765.8	1,911,264.8	667.50				Average	
		ML-SB294	850	1,096,768.2	1,910,914.0	670.40				Average	
		ML-SB294	851	1,096,766.5	1,910,484.2	678.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	852	1,096,765.8	1,909,794.2	692.50					
ML-SB294-OL-04	24.0	ML-SB294	853	1,096,765.8	1,909,794.2	692.50				Average	
		ML-SB294	854	1,096,773.2	1,909,286.4	697.20				Average	
		ML-SB294	855	1,096,774.2	1,909,009.0	693.90				Average	Y
		ML-SB294	856	1,096,770.0	1,908,738.8	693.90				Average	
		ML-SB294	857	1,096,770.0	1,908,658.2	693.70				Average	
		ML-SB294	858	1,096,769.8	1,908,252.9	688.40				Average	
		ML-SB294	859	1,096,768.2	1,908,027.8	685.20				Average	
		ML-SB294	860	1,096,770.4	1,907,638.2	684.20				Average	
		ML-SB294	861	1,096,771.4	1,907,372.6	687.70				Average	
		ML-SB294	862	1,096,770.4	1,906,978.9	695.10				Average	
		ML-SB294	863	1,096,771.4	1,906,801.8	699.00				Average	
		ML-SB294	864	1,096,778.6	1,906,426.8	705.00				Average	Y
		ML-SB294	865	1,096,784.8	1,906,244.5	707.00				Average	
		ML-SB294	866	1,096,792.2	1,906,162.2	709.00				Average	
		ML-SB294	867	1,096,798.5	1,906,009.1	708.60				Average	
		ML-SB294	868	1,096,817.2	1,905,866.4	708.50				Average	
		ML-SB294	869	1,096,833.9	1,905,726.8	706.90				Average	
		ML-SB294	870	1,096,856.8	1,905,598.8	700.00				Average	Y
		ML-SB294	871	1,096,933.9	1,905,243.5	695.50				Average	
		ML-SB294	872	1,096,954.8	1,905,149.8	697.80				Average	
		ML-SB294	873	1,097,001.6	1,904,940.2	695.20				Average	
		ML-SB294	874	1,097,053.8	1,904,707.0	690.90				Average	
		ML-SB294	875	1,097,075.6	1,904,624.8	689.80				Average	
		ML-SB294	876	1,097,107.9	1,904,487.2	688.30				Average	
		ML-SB294	877	1,097,138.1	1,904,361.2	686.10				Average	
		ML-SB294	878	1,097,162.0	1,904,250.8	684.90				Average	
		ML-SB294	879	1,097,198.5	1,904,118.5	683.00				Average	
		ML-SB294	880	1,097,234.9	1,903,954.9	679.80				Average	
		ML-SB294	881	1,097,258.9	1,903,832.0	678.10				Average	
		ML-SB294	882	1,097,281.8	1,903,692.4	676.00				Average	
		ML-SB294	883	1,097,297.4	1,903,571.6	673.00				Average	
		ML-SB294	884	1,097,306.8	1,903,478.9	672.20				Average	
		ML-SB294	885	1,097,314.1	1,903,366.4	670.10				Average	
		ML-SB294	886	1,097,318.2	1,903,261.2	669.90				Average	
		ML-SB294	887	1,097,319.2	1,903,148.8	669.50				Average	
		ML-SB294	888	1,097,317.2	1,903,032.0	668.70				Average	
		ML-SB294	889	1,097,315.1	1,902,867.4	670.20				Average	
		ML-SB294	890	1,097,307.9	1,902,745.5	675.70				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	891	1,097,290.1	1,902,601.8	678.90				Average	
		ML-SB294	892	1,097,283.9	1,902,549.8	676.50				Average	
		ML-SB294	893	1,097,265.1	1,902,412.2	677.00				Average	
		ML-SB294	894	1,097,236.0	1,902,249.8	680.90				Average	
		ML-SB294	895	1,097,203.8	1,902,090.2	685.00				Average	
		ML-SB294	896	1,097,172.4	1,901,934.1	687.70					
ML-SB294-OL-03	24.0	ML-SB294	897	1,097,172.4	1,901,934.1	687.70				Average	
		ML-SB294	898	1,097,136.0	1,901,764.2	691.60				Average	
		ML-SB294	899	1,097,074.8	1,901,475.8	697.80				Average	
		ML-SB294	900	1,097,011.2	1,901,139.8	706.40				Average	
		ML-SB294	901	1,096,985.2	1,900,994.0	709.80				Average	
		ML-SB294	902	1,096,967.1	1,900,874.2	712.10				Average	
		ML-SB294	903	1,096,952.2	1,900,753.5	714.90				Average	
		ML-SB294	904	1,096,931.5	1,900,534.8	719.30				Average	
		ML-SB294	905	1,096,919.2	1,900,366.4	720.00				Average	Y
		ML-SB294	906	1,096,914.2	1,899,973.2	720.00				Average	
		ML-SB294	907	1,096,917.6	1,899,842.1	723.00				Average	
		ML-SB294	908	1,096,921.0	1,899,739.6	722.90				Average	
		ML-SB294	909	1,096,943.6	1,899,480.1	722.00				Average	
		ML-SB294	910	1,096,970.5	1,899,195.4	721.00				Average	
		ML-SB294	911	1,096,989.6	1,898,972.2	721.70				Average	
		ML-SB294	912	1,097,013.9	1,898,717.4	722.00				Average	Y
		ML-SB294	913	1,097,064.4	1,898,179.4	722.00				Average	
		ML-SB294	914	1,097,084.1	1,898,000.5	722.00				Average	
		ML-SB294	915	1,097,101.4	1,897,873.8	721.50				Average	
		ML-SB294	916	1,097,127.5	1,897,719.8	719.00				Average	Y
		ML-SB294	917	1,097,156.4	1,897,544.2	716.00				Average	
		ML-SB294	918	1,097,211.8	1,897,245.2	715.60					
ML-SB294-OL-02	24.0	ML-SB294	919	1,097,211.8	1,897,245.2	715.60				Average	
		ML-SB294	920	1,097,279.6	1,896,868.1	712.00				Average	Y
		ML-SB294	921	1,097,296.1	1,896,787.8	712.00				Average	
		ML-SB294	922	1,097,307.2	1,896,727.0	711.40				Average	
		ML-SB294	923	1,097,357.5	1,896,442.2	713.50				Average	
		ML-SB294	924	1,097,408.4	1,896,167.9	716.00				Average	
		ML-SB294	925	1,097,435.2	1,896,004.8	718.10				Average	
		ML-SB294	926	1,097,470.1	1,895,817.2	721.00				Average	
		ML-SB294	927	1,097,523.2	1,895,575.2	724.40				Average	
		ML-SB294	928	1,097,539.0	1,895,490.8	721.00				Average	Y
		ML-SB294	929	1,097,553.8	1,895,397.4	720.00				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	930	1,097,574.6	1,895,270.2	720.00				Average	Y
		ML-SB294	931	1,097,593.2	1,895,137.8	720.00				Average	Y
		ML-SB294	932	1,097,611.1	1,894,993.2	720.00				Average	
		ML-SB294	933	1,097,620.4	1,894,878.0	715.20				Average	
		ML-SB294	934	1,097,625.2	1,894,794.6	715.50				Average	
		ML-SB294	935	1,097,625.2	1,894,667.6	713.50				Average	
		ML-SB294	936	1,097,621.8	1,894,541.2	712.10				Average	
		ML-SB294	937	1,097,611.4	1,894,393.9	709.20				Average	
		ML-SB294	938	1,097,603.0	1,894,320.2	708.50				Average	
		ML-SB294	939	1,097,572.5	1,894,145.2	705.10				Average	
		ML-SB294	940	1,097,526.0	1,893,925.2	702.00				Average	
		ML-SB294	941	1,097,457.2	1,893,624.6	699.10				Average	Y
		ML-SB294	942	1,097,407.1	1,893,405.0	698.90				Average	
		ML-SB294	943	1,097,311.2	1,892,980.9	698.60				Average	
		ML-SB294	944	1,097,251.5	1,892,712.9	700.00				Average	Y
		ML-SB294	945	1,097,232.2	1,892,628.8	700.00				Average	
		ML-SB294	946	1,097,182.6	1,892,409.6	704.30				Average	
		ML-SB294	947	1,097,168.0	1,892,348.8	703.50				Average	
		ML-SB294	948	1,097,131.4	1,892,186.8	702.00				Average	
		ML-SB294	949	1,097,097.1	1,892,032.2	700.70				Average	
		ML-SB294	950	1,097,076.4	1,891,938.0	699.90				Average	
		ML-SB294	951	1,097,058.0	1,891,860.5	699.00				Average	
		ML-SB294	952	1,097,025.8	1,891,713.6	698.00				Average	
		ML-SB294	953	1,097,002.9	1,891,615.2	697.20				Average	
		ML-SB294	954	1,096,972.9	1,891,471.9	696.60				Average	
		ML-SB294	955	1,096,952.9	1,891,367.5	696.10					
ML-SB294-OL-01	24.0	ML-SB294	958	1,096,952.9	1,891,367.5	696.10				Average	
		ML-SB294	959	1,096,935.8	1,891,223.0	694.90				Average	
		ML-SB294	960	1,096,925.1	1,891,099.1	693.20				Average	
		ML-SB294	961	1,096,921.8	1,891,026.2	692.10				Average	
		ML-SB294	962	1,096,920.1	1,890,927.5	691.20				Average	
		ML-SB294	963	1,096,925.8	1,890,777.5	690.60				Average	
		ML-SB294	964	1,096,931.8	1,890,675.2	690.60				Average	
		ML-SB294	965	1,096,940.8	1,890,584.1	689.90				Average	
		ML-SB294	966	1,096,954.0	1,890,430.8	690.10				Average	
		ML-SB294	967	1,096,970.8	1,890,233.0	690.00				Average	
		ML-SB294	968	1,096,988.4	1,890,031.9	690.90				Average	
		ML-SB294	969	1,097,002.9	1,889,864.1	691.00				Average	
		ML-SB294	970	1,097,012.9	1,889,710.2	692.10				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	971	1,097,020.8	1,889,515.2	692.00				Average	
		ML-SB294	972	1,097,026.2	1,889,370.2	691.30				Average	
		ML-SB294	973	1,097,030.1	1,889,181.2	689.00				Average	
		ML-SB294	974	1,097,030.8	1,888,837.5	684.40				Average	
		ML-SB294	975	1,097,030.8	1,888,622.5	681.70				Average	
		ML-SB294	976	1,097,032.2	1,888,288.0	678.00				Average	
		ML-SB294	977	1,097,035.1	1,888,143.6	676.70				Average	
		ML-SB294	978	1,097,039.5	1,887,971.2	675.50				Average	
		ML-SB294	2202	1,097,050.1	1,887,729.8	673.80				Average	
		ML-SB294	2203	1,097,061.8	1,887,401.9	672.00					
ML-SB294-IL-10	24.0	ML-SB294	979	1,110,243.2	1,935,737.6	642.00				Average	
		ML-SB294	980	1,110,273.0	1,935,513.2	643.00				Average	
		ML-SB294	981	1,110,325.1	1,935,076.8	644.00					
ML-SB294-IL-09	24.0	ML-SB294	982	1,110,325.1	1,935,076.8	644.00				Average	
		ML-SB294	983	1,110,345.6	1,934,914.2	644.00				Average	
		ML-SB294	984	1,110,378.0	1,934,651.6	643.70				Average	
		ML-SB294	985	1,110,403.2	1,934,460.6	643.00				Average	
		ML-SB294	986	1,110,414.5	1,934,362.5	642.50				Average	
		ML-SB294	987	1,110,429.2	1,934,237.5	642.00				Average	
		ML-SB294	988	1,110,444.0	1,934,090.8	641.40				Average	
		ML-SB294	989	1,110,455.2	1,933,973.6	641.80				Average	
		ML-SB294	990	1,110,458.8	1,933,876.4	640.90				Average	
		ML-SB294	991	1,110,458.8	1,933,748.8	640.90				Average	
		ML-SB294	992	1,110,456.2	1,933,649.0	640.90				Average	
		ML-SB294	993	1,110,444.9	1,933,526.6	641.00				Average	
		ML-SB294	994	1,110,428.4	1,933,381.6	641.90				Average	
		ML-SB294	995	1,110,408.4	1,933,263.6	643.20				Average	
		ML-SB294	996	1,110,385.9	1,933,152.8	645.00					
ML-SB294-IL-08	24.0	ML-SB294	997	1,110,385.9	1,933,152.8	645.00				Average	
		ML-SB294	998	1,110,374.4	1,933,104.2	645.50				Average	
		ML-SB294	999	1,110,339.8	1,932,975.0	648.50				Average	
		ML-SB294	1000	1,110,295.9	1,932,842.4	651.00				Average	
		ML-SB294	1001	1,110,228.6	1,932,673.6	655.00				Average	
		ML-SB294	1002	1,110,157.8	1,932,518.8	659.00				Average	
		ML-SB294	1003	1,110,100.8	1,932,398.6	661.90				Average	
		ML-SB294	1004	1,110,006.2	1,932,204.2	666.00				Average	
		ML-SB294	1005	1,109,891.1	1,931,963.9	668.00				Average	Y
		ML-SB294	1006	1,109,686.2	1,931,546.5	670.00				Average	
		ML-SB294	1007	1,109,611.2	1,931,386.8	669.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1008	1,109,493.1	1,931,142.4	666.30				Average	
		ML-SB294	1009	1,109,408.4	1,930,963.2	665.40				Average	
		ML-SB294	1010	1,109,311.2	1,930,761.8	663.00				Average	
		ML-SB294	1011	1,109,244.5	1,930,627.1	662.00				Average	
		ML-SB294	1012	1,109,154.2	1,930,433.2	660.00				Average	Y
		ML-SB294	1013	1,109,122.8	1,930,370.8	660.00				Average	
		ML-SB294	1014	1,109,052.2	1,930,225.0	658.80				Average	
		ML-SB294	1015	1,108,934.8	1,929,975.0	655.10				Average	
		ML-SB294	1016	1,108,882.0	1,929,865.2	654.00				Average	
		ML-SB294	1017	1,108,813.2	1,929,725.8	652.10				Average	
		ML-SB294	1018	1,108,707.8	1,929,504.9	650.00				Average	
		ML-SB294	1019	1,108,666.1	1,929,417.4	649.00				Average	
		ML-SB294	1020	1,108,524.4	1,929,122.9	646.60				Average	
		ML-SB294	1021	1,108,448.0	1,928,969.5	645.30				Average	
		ML-SB294	1022	1,108,339.8	1,928,740.6	644.00				Average	
		ML-SB294	1023	1,108,226.9	1,928,507.1	643.10					
ML-SB294-IL-07	24.0	ML-SB294	1024	1,108,226.9	1,928,507.1	643.10				Average	
		ML-SB294	1025	1,108,197.8	1,928,448.8	643.50				Average	
		ML-SB294	1026	1,108,047.8	1,928,136.9	645.00				Average	
		ML-SB294	1027	1,107,982.5	1,928,004.2	646.70				Average	
		ML-SB294	1028	1,107,915.8	1,927,864.0	648.50				Average	
		ML-SB294	1029	1,107,807.2	1,927,640.0	652.70				Average	
		ML-SB294	1030	1,107,585.6	1,927,170.8	661.00				Average	Y
		ML-SB294	1031	1,107,546.2	1,927,089.0	661.00				Average	
		ML-SB294	1032	1,107,500.4	1,926,995.6	660.00				Average	
		ML-SB294	1033	1,107,377.0	1,926,740.9	657.00					
ML-SB294-IL-06	24.0	ML-SB294	1034	1,107,377.0	1,926,740.9	657.00				Average	
		ML-SB294	1035	1,107,310.8	1,926,590.9	653.70				Average	
		ML-SB294	1036	1,107,267.4	1,926,484.2	651.90				Average	
		ML-SB294	1037	1,107,225.8	1,926,380.9	649.90				Average	
		ML-SB294	1038	1,107,164.6	1,926,214.8	646.10				Average	
		ML-SB294	1039	1,107,054.6	1,925,857.0	643.00				Average	
		ML-SB294	1040	1,107,018.0	1,925,732.6	643.10				Average	
		ML-SB294	1041	1,106,906.9	1,925,362.6	642.10				Average	
		ML-SB294	1042	1,106,820.2	1,925,077.6	641.00				Average	
		ML-SB294	1043	1,106,791.2	1,924,975.2	638.80				Average	
		ML-SB294	1044	1,106,719.1	1,924,722.0	641.90				Average	
		ML-SB294	1045	1,106,642.8	1,924,455.8	646.90				Average	
		ML-SB294	1046	1,106,570.6	1,924,202.4	651.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1047	1,106,538.5	1,924,092.8	654.00				Average	
		ML-SB294	1048	1,106,494.6	1,923,962.9	656.40				Average	
		ML-SB294	1049	1,106,475.2	1,923,899.9	658.00				Average	
		ML-SB294	1050	1,106,444.1	1,923,815.0	659.40				Average	
		ML-SB294	1051	1,106,347.2	1,923,551.5	664.50					
ML-SB294-IL-05	24.0	ML-SB294	1052	1,106,347.2	1,923,551.5	664.50				Average	
		ML-SB294	1053	1,106,290.9	1,923,407.8	667.00				Average	
		ML-SB294	1054	1,106,205.5	1,923,208.2	673.00				Average	Y
		ML-SB294	1055	1,106,143.6	1,923,071.2	673.00				Average	Y
		ML-SB294	1056	1,106,084.2	1,922,952.0	676.60				Average	Y
		ML-SB294	1057	1,105,996.2	1,922,800.6	679.00				Average	Y
		ML-SB294	1058	1,105,921.2	1,922,677.0	681.40				Average	Y
		ML-SB294	1059	1,105,831.1	1,922,552.5	683.20				Average	Y
		ML-SB294	1060	1,105,748.2	1,922,445.2	685.40				Average	Y
		ML-SB294	1061	1,105,651.9	1,922,330.1	686.50				Average	Y
		ML-SB294	1062	1,105,509.2	1,922,185.2	688.00				Average	Y
		ML-SB294	1063	1,105,399.2	1,922,082.8	688.70				Average	Y
		ML-SB294	1064	1,105,247.8	1,921,956.1	689.10				Average	Y
		ML-SB294	1065	1,105,121.8	1,921,858.8	688.90				Average	Y
		ML-SB294	1066	1,104,949.2	1,921,745.2	687.40				Average	Y
		ML-SB294	1067	1,104,769.1	1,921,643.1	686.90				Average	Y
		ML-SB294	1068	1,104,573.8	1,921,547.8	683.60				Average	Y
		ML-SB294	1069	1,104,364.9	1,921,465.0	679.50				Average	Y
		ML-SB294	1070	1,104,269.6	1,921,430.6	679.50				Average	Y
		ML-SB294	1071	1,104,095.1	1,921,378.0	675.90				Average	Y
		ML-SB294	1072	1,103,838.9	1,921,314.0	673.00				Average	Y
		ML-SB294	1073	1,103,799.2	1,921,304.1	673.00				Average	
		ML-SB294	1074	1,103,555.0	1,921,242.1	669.10				Average	
		ML-SB294	1075	1,103,015.4	1,921,107.2	663.20				Average	
		ML-SB294	1076	1,102,423.8	1,920,959.2	656.00				Average	
		ML-SB294	1077	1,101,658.1	1,920,774.4	652.20				Average	
		ML-SB294	1078	1,101,285.2	1,920,686.9	652.30				Average	
		ML-SB294	1079	1,100,856.6	1,920,593.1	654.10				Average	
		ML-SB294	1080	1,100,809.2	1,920,582.8	654.30				Average	
		ML-SB294	1081	1,100,017.5	1,920,404.1	659.00				Average	
		ML-SB294	1082	1,099,740.4	1,920,339.5	662.70				Average	
		ML-SB294	1083	1,099,165.4	1,920,210.8	677.90				Average	
		ML-SB294	1084	1,098,796.8	1,920,115.0	689.30				Average	
		ML-SB294	1085	1,098,634.2	1,920,056.8	693.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1086	1,098,501.4	1,920,002.5	696.90				Average	
		ML-SB294	1087	1,098,406.6	1,919,958.8	697.60				Average	
		ML-SB294	1088	1,098,302.8	1,919,904.8	696.00				Average	Y
		ML-SB294	1089	1,098,162.8	1,919,825.5	695.00				Average	
		ML-SB294	1090	1,098,067.0	1,919,764.0	700.10				Average	
		ML-SB294	1091	1,097,962.2	1,919,689.0	699.70				Average	
		ML-SB294	1092	1,097,827.9	1,919,585.8	698.00				Average	
		ML-SB294	1093	1,097,723.8	1,919,493.1	695.70				Average	
		ML-SB294	1094	1,097,640.4	1,919,416.0	693.10				Average	
		ML-SB294	1095	1,097,527.4	1,919,296.2	689.30				Average	
		ML-SB294	1096	1,097,427.9	1,919,180.6	686.90				Average	
		ML-SB294	1097	1,097,358.1	1,919,090.0	684.90				Average	
		ML-SB294	1098	1,097,242.5	1,918,919.8	682.30				Average	
		ML-SB294	1099	1,097,188.2	1,918,831.8	681.90				Average	
		ML-SB294	1100	1,097,100.2	1,918,676.5	682.00				Average	
		ML-SB294	1101	1,097,034.9	1,918,521.6	683.00				Average	
		ML-SB294	1102	1,096,994.1	1,918,426.1	684.00				Average	
		ML-SB294	1103	1,096,956.0	1,918,329.8	685.10				Average	
		ML-SB294	1104	1,096,919.5	1,918,216.1	687.10				Average	
		ML-SB294	1105	1,096,883.9	1,918,098.9	688.50				Average	
		ML-SB294	1106	1,096,857.0	1,917,969.5	688.80				Average	
		ML-SB294	1107	1,096,833.6	1,917,856.8	687.00				Average	Y
		ML-SB294	1108	1,096,823.1	1,917,782.9	687.00				Average	
		ML-SB294	1109	1,096,799.8	1,917,593.8	686.70				Average	
		ML-SB294	1110	1,096,791.9	1,917,437.4	683.60				Average	
		ML-SB294	1111	1,096,789.2	1,917,060.8	676.50				Average	
		ML-SB294	1112	1,096,789.2	1,916,540.8	667.00				Average	
		ML-SB294	1113	1,096,790.2	1,916,001.8	659.20				Average	
		ML-SB294	1114	1,096,790.2	1,915,489.5	659.20				Average	
		ML-SB294	1115	1,096,791.1	1,914,982.4	660.10				Average	
		ML-SB294	1116	1,096,790.0	1,914,492.8	661.70				Average	
		ML-SB294	1117	1,096,792.1	1,914,045.9	662.10				Average	
		ML-SB294	1118	1,096,791.1	1,913,789.8	662.20				Average	
		ML-SB294	1119	1,096,790.8	1,913,187.8	663.80				Average	
		ML-SB294	1120	1,096,791.6	1,912,738.1	664.70				Average	
		ML-SB294	1121	1,096,791.6	1,912,208.6	665.90				Average	
		ML-SB294	1122	1,096,792.5	1,911,686.9	667.00				Average	
		ML-SB294	1123	1,096,790.8	1,911,264.2	668.30				Average	
		ML-SB294	1124	1,096,793.2	1,910,913.5	671.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1125	1,096,791.6	1,910,483.8	679.00				Average	
		ML-SB294	1126	1,096,790.8	1,909,793.8	693.00					
ML-SB294-IL-04	24.0	ML-SB294	1127	1,096,790.8	1,909,793.8	693.00				Average	
		ML-SB294	1128	1,096,798.2	1,909,285.9	698.00				Average	
		ML-SB294	1129	1,096,800.2	1,909,008.4	693.90				Average	Y
		ML-SB294	1130	1,096,796.1	1,908,738.2	693.90				Average	
		ML-SB294	1131	1,096,796.1	1,908,657.8	693.90				Average	
		ML-SB294	1132	1,096,795.8	1,908,252.2	688.60				Average	
		ML-SB294	1133	1,096,794.4	1,908,027.2	685.50				Average	
		ML-SB294	1134	1,096,796.5	1,907,637.8	684.80				Average	
		ML-SB294	1135	1,096,797.5	1,907,372.1	688.60				Average	
		ML-SB294	1136	1,096,796.5	1,906,978.2	696.10				Average	
		ML-SB294	1137	1,096,797.5	1,906,801.2	699.90				Average	
		ML-SB294	1138	1,096,802.8	1,906,451.0	705.00				Average	Y
		ML-SB294	1139	1,096,811.9	1,906,277.9	707.00				Average	
		ML-SB294	1140	1,096,818.2	1,906,161.8	709.70				Average	
		ML-SB294	1141	1,096,824.6	1,906,008.5	709.00				Average	
		ML-SB294	1142	1,096,843.2	1,905,865.8	708.00				Average	
		ML-SB294	1143	1,096,860.0	1,905,726.2	707.00				Average	
		ML-SB294	1144	1,096,882.9	1,905,598.1	700.00				Average	Y
		ML-SB294	1145	1,096,960.0	1,905,242.9	695.50				Average	
		ML-SB294	1146	1,096,980.8	1,905,149.2	698.10				Average	
		ML-SB294	1147	1,097,027.8	1,904,939.8	695.30				Average	
		ML-SB294	1148	1,097,079.8	1,904,706.4	692.00				Average	
		ML-SB294	1149	1,097,101.8	1,904,624.2	690.40				Average	
		ML-SB294	1150	1,097,134.0	1,904,486.8	688.50				Average	
		ML-SB294	1151	1,097,164.2	1,904,360.6	686.80				Average	
		ML-SB294	1152	1,097,188.1	1,904,250.2	685.00				Average	
		ML-SB294	1153	1,097,224.6	1,904,117.9	683.00				Average	
		ML-SB294	1154	1,097,261.0	1,903,954.4	680.20				Average	
		ML-SB294	1155	1,097,285.0	1,903,831.4	678.30				Average	
		ML-SB294	1156	1,097,307.9	1,903,691.9	676.00				Average	
		ML-SB294	1157	1,097,323.5	1,903,571.0	674.00				Average	
		ML-SB294	1158	1,097,332.9	1,903,478.2	672.90				Average	
		ML-SB294	1159	1,097,340.2	1,903,365.8	671.20				Average	
		ML-SB294	1160	1,097,344.4	1,903,260.6	670.50				Average	
		ML-SB294	1161	1,097,345.4	1,903,148.1	670.00				Average	
		ML-SB294	1162	1,097,343.2	1,903,031.4	669.90				Average	
		ML-SB294	1163	1,097,341.2	1,902,866.9	670.30				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1164	1,097,334.0	1,902,745.0	672.90				Average	
		ML-SB294	1165	1,097,316.2	1,902,601.2	675.60				Average	
		ML-SB294	1166	1,097,310.0	1,902,549.2	675.10				Average	
		ML-SB294	1167	1,097,291.2	1,902,411.8	677.90				Average	
		ML-SB294	1168	1,097,262.1	1,902,249.2	681.40				Average	
		ML-SB294	1169	1,097,229.8	1,902,089.8	685.00				Average	
		ML-SB294	1170	1,097,198.5	1,901,933.5	688.00					
ML-SB294-IL-03	24.0	ML-SB294	1171	1,097,198.5	1,901,933.5	688.00				Average	
		ML-SB294	1172	1,097,162.1	1,901,763.8	692.00				Average	
		ML-SB294	1173	1,097,100.8	1,901,475.2	698.20				Average	
		ML-SB294	1174	1,097,037.4	1,901,139.2	706.10				Average	
		ML-SB294	1175	1,097,011.4	1,900,993.4	709.10				Average	
		ML-SB294	1176	1,096,993.2	1,900,873.6	711.70				Average	
		ML-SB294	1177	1,096,978.4	1,900,753.0	714.00				Average	
		ML-SB294	1178	1,096,957.6	1,900,534.2	718.90				Average	
		ML-SB294	1179	1,096,945.0	1,900,361.4	720.00				Average	Y
		ML-SB294	1180	1,096,940.2	1,899,971.8	720.00				Average	
		ML-SB294	1181	1,096,943.8	1,899,841.5	723.10				Average	
		ML-SB294	1182	1,096,947.2	1,899,739.1	722.50				Average	
		ML-SB294	1183	1,096,969.8	1,899,479.5	722.00				Average	
		ML-SB294	1184	1,096,996.6	1,899,194.8	722.00				Average	
		ML-SB294	1185	1,097,015.8	1,898,971.8	722.90				Average	
		ML-SB294	1186	1,097,044.8	1,898,666.8	722.00				Average	Y
		ML-SB294	1187	1,097,093.8	1,898,143.6	722.00				Average	
		ML-SB294	1188	1,097,110.2	1,897,999.9	721.60				Average	
		ML-SB294	1189	1,097,127.5	1,897,873.2	721.00				Average	
		ML-SB294	1190	1,097,153.6	1,897,709.1	719.00				Average	Y
		ML-SB294	1191	1,097,180.5	1,897,539.8	716.00				Average	
		ML-SB294	1192	1,097,237.8	1,897,244.8	716.00					
ML-SB294-IL-02	24.0	ML-SB294	1193	1,097,237.8	1,897,244.8	716.00				Average	
		ML-SB294	1194	1,097,303.9	1,896,875.9	712.00				Average	Y
		ML-SB294	1195	1,097,320.9	1,896,794.1	712.00				Average	
		ML-SB294	1196	1,097,333.2	1,896,726.5	711.90				Average	
		ML-SB294	1197	1,097,383.6	1,896,441.8	714.00				Average	
		ML-SB294	1198	1,097,434.5	1,896,167.2	716.20				Average	
		ML-SB294	1199	1,097,461.5	1,896,004.2	718.40				Average	
		ML-SB294	1200	1,097,496.2	1,895,816.8	721.40				Average	
		ML-SB294	1201	1,097,546.2	1,895,586.2	724.30				Average	
		ML-SB294	1202	1,097,562.8	1,895,505.2	721.00				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1203	1,097,579.9	1,895,396.9	720.00				Average	Y
		ML-SB294	1204	1,097,600.8	1,895,269.8	720.00				Average	Y
		ML-SB294	1205	1,097,619.4	1,895,137.1	720.00				Average	Y
		ML-SB294	1206	1,097,635.2	1,895,011.8	720.00				Average	
		ML-SB294	1207	1,097,646.5	1,894,877.4	718.70				Average	
		ML-SB294	1208	1,097,651.4	1,894,794.1	718.00				Average	
		ML-SB294	1209	1,097,651.4	1,894,667.0	715.20				Average	
		ML-SB294	1210	1,097,647.9	1,894,540.6	713.20				Average	
		ML-SB294	1211	1,097,637.5	1,894,393.4	710.20				Average	
		ML-SB294	1212	1,097,629.2	1,894,319.8	709.10				Average	
		ML-SB294	1213	1,097,598.6	1,894,144.8	706.30				Average	
		ML-SB294	1214	1,097,552.1	1,893,924.6	702.20				Average	
		ML-SB294	1215	1,097,489.2	1,893,649.8	699.20				Average	Y
		ML-SB294	1216	1,097,440.1	1,893,435.1	699.00				Average	
		ML-SB294	1217	1,097,337.2	1,892,980.4	698.60				Average	
		ML-SB294	1218	1,097,277.6	1,892,712.2	700.00				Average	Y
		ML-SB294	1219	1,097,258.2	1,892,628.2	700.00				Average	
		ML-SB294	1220	1,097,208.8	1,892,409.1	705.00				Average	
		ML-SB294	1221	1,097,194.1	1,892,348.2	704.60				Average	
		ML-SB294	1222	1,097,157.5	1,892,186.2	702.20				Average	
		ML-SB294	1223	1,097,123.2	1,892,031.8	701.00				Average	
		ML-SB294	1224	1,097,102.5	1,891,937.4	700.10				Average	
		ML-SB294	1225	1,097,084.1	1,891,860.0	699.50				Average	
		ML-SB294	1226	1,097,051.8	1,891,713.0	698.00				Average	
		ML-SB294	1227	1,097,029.0	1,891,614.8	697.10				Average	
		ML-SB294	1228	1,096,999.0	1,891,471.2	695.60				Average	
		ML-SB294	2206	1,096,979.0	1,891,366.9	694.70					
ML-SB294-IL-01	24.0	ML-SB294	1232	1,096,979.0	1,891,366.9	694.70				Average	
		ML-SB294	1233	1,096,961.8	1,891,222.5	693.10				Average	
		ML-SB294	1234	1,096,951.2	1,891,098.6	692.50				Average	
		ML-SB294	1235	1,096,947.9	1,891,025.8	691.40				Average	
		ML-SB294	1236	1,096,946.2	1,890,926.9	690.50				Average	
		ML-SB294	1237	1,096,951.8	1,890,776.9	689.90				Average	
		ML-SB294	1238	1,096,957.9	1,890,674.8	689.90				Average	
		ML-SB294	1239	1,096,966.8	1,890,583.6	689.40				Average	
		ML-SB294	1240	1,096,980.1	1,890,430.2	690.00				Average	
		ML-SB294	1241	1,096,996.8	1,890,232.5	690.00				Average	
		ML-SB294	1242	1,097,014.5	1,890,031.2	691.00				Average	
		ML-SB294	1243	1,097,029.0	1,889,863.6	691.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1244	1,097,039.0	1,889,709.8	692.00				Average	
		ML-SB294	1245	1,097,046.8	1,889,514.8	692.00				Average	
		ML-SB294	1246	1,097,052.2	1,889,369.8	691.60				Average	
		ML-SB294	1247	1,097,056.2	1,889,180.8	689.20				Average	
		ML-SB294	1248	1,097,056.8	1,888,836.9	684.60				Average	
		ML-SB294	1249	1,097,056.8	1,888,621.9	682.00				Average	
		ML-SB294	1250	1,097,058.4	1,888,287.5	678.00				Average	
		ML-SB294	1251	1,097,061.2	1,888,143.0	677.00				Average	
		ML-SB294	1252	1,097,065.8	1,887,970.8	675.70				Average	
		ML-SB294	2204	1,097,076.2	1,887,729.1	674.00				Average	
		ML-SB294	2205	1,097,087.9	1,887,401.2	672.00					
ML-EB290-IL-X01	24.0	ML-EB290	1253	1,095,559.8	1,908,969.6	684.40				Average	
		ML-EB290	1254	1,095,681.8	1,908,853.8	684.70				Average	Y
		ML-EB290	1255	1,095,835.0	1,908,691.2	685.90				Average	
		ML-EB290	1256	1,095,947.4	1,908,570.5	685.60				Average	
		ML-EB290	1257	1,096,101.2	1,908,370.5	683.50				Average	
		ML-EB290	1258	1,096,244.6	1,908,147.2	680.70				Average	
		ML-EB290	1259	1,096,339.1	1,907,977.6	678.00				Average	
		ML-EB290	1260	1,096,453.6	1,907,722.1	676.10				Average	
		ML-EB290	1261	1,096,519.8	1,907,514.0	674.00				Average	
		ML-EB290	1262	1,096,589.8	1,907,219.8	676.40				Average	
		ML-EB290	1263	1,096,618.6	1,906,995.9	681.30				Average	
		ML-EB290	1264	1,096,628.8	1,906,869.4	685.30					
ML-EB290-IL-X02	24.0	ML-EB290	1265	1,096,628.8	1,906,869.4	685.30				Average	
		ML-EB290	1266	1,096,631.4	1,906,240.1	698.60				Average	Y
		ML-EB290	1267	1,096,631.5	1,905,979.6	698.80				Average	
		ML-EB290	1268	1,096,631.6	1,905,641.1	694.30				Average	Y
		ML-EB290	1269	1,096,631.8	1,905,415.4	692.00				Average	
		ML-EB290	1270	1,096,631.8	1,905,261.2	691.30				Average	
		ML-EB290	1271	1,096,631.9	1,904,734.0	677.50				Average	
		ML-EB290	1272	1,096,632.0	1,904,289.1	676.10				Average	
		ML-EB290	1273	1,096,632.1	1,903,923.1	677.80					
ML-EB290-IL-X03	24.0	ML-EB290	1274	1,096,632.1	1,903,923.1	677.80				Average	
		ML-EB290	1275	1,096,639.2	1,902,940.4	675.20					
ML-EB290-IL-X04	24.0	ML-EB290	1276	1,096,639.2	1,902,940.4	675.20				Average	
		ML-EB290	1277	1,096,641.0	1,902,444.2	676.00				Average	
		ML-EB290	1278	1,096,642.8	1,901,940.8	681.30				Average	
		ML-EB290	1279	1,096,643.6	1,901,673.9	686.00					
ML-EB290-IL-X05	24.0	ML-EB290	1280	1,096,643.6	1,901,673.9	686.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-EB290	1281	1,096,645.2	1,901,154.0	701.50				Average	
		ML-EB290	1282	1,096,645.8	1,901,002.9	706.00				Average	
		ML-EB290	1283	1,096,646.2	1,900,879.2	710.00				Average	
		ML-EB290	1284	1,096,646.6	1,900,752.9	713.10				Average	
		ML-EB290	1285	1,096,647.2	1,900,534.2	719.60				Average	
		ML-EB290	1286	1,096,647.9	1,900,377.9	717.40				Average	Y
		ML-EB290	1287	1,096,649.1	1,900,005.5	715.80				Average	
		ML-EB290	1288	1,096,654.2	1,899,626.5	714.60				Average	
		ML-EB290	1289	1,096,663.1	1,899,481.9	710.00				Average	
		ML-EB290	1290	1,096,690.4	1,899,321.5	705.00				Average	
		ML-EB290	1291	1,096,734.1	1,899,114.5	698.60				Average	
		ML-EB290	1292	1,096,795.9	1,898,930.8	692.90				Average	
		ML-EB290	1293	1,096,866.8	1,898,744.0	690.00				Average	
		ML-EB290	1294	1,096,946.8	1,898,578.2	689.10				Average	
		ML-EB290	1295	1,097,265.5	1,898,112.0	684.80				Average	
		ML-EB290	1296	1,097,381.1	1,897,976.8	683.10				Average	
		ML-EB290	1297	1,097,534.8	1,897,832.2	682.20				Average	
		ML-EB290	1298	1,097,818.2	1,897,626.2	682.00					
ML-EB290-IL-X06	24.0	ML-EB290	1299	1,097,818.2	1,897,626.2	682.00				Average	
		ML-EB290	1300	1,098,043.9	1,897,508.8	684.00				Average	
		ML-EB290	1301	1,098,259.4	1,897,401.8	686.90				Average	
		ML-EB290	1302	1,098,504.2	1,897,289.1	685.90				Average	Y
		ML-EB290	1303	1,098,646.1	1,897,224.1	685.90				Average	
		ML-EB290	1304	1,099,192.8	1,896,980.9	686.00				Average	
		ML-EB290	2198	1,099,623.1	1,896,783.6	684.20					
ML-EB290-OL-X01	12.0	ML-EB290	1305	1,095,541.4	1,908,961.8	683.80				Average	
		ML-EB290	1306	1,095,663.6	1,908,846.0	684.50				Average	Y
		ML-EB290	1307	1,095,820.0	1,908,682.2	685.40				Average	
		ML-EB290	1308	1,095,929.1	1,908,562.8	684.90				Average	
		ML-EB290	1309	1,096,082.9	1,908,362.6	682.90				Average	
		ML-EB290	1310	1,096,226.2	1,908,139.4	680.10				Average	
		ML-EB290	1311	1,096,320.8	1,907,969.8	678.30				Average	
		ML-EB290	1312	1,096,435.4	1,907,714.2	676.00				Average	
		ML-EB290	1313	1,096,501.5	1,907,506.2	674.00				Average	
		ML-EB290	1314	1,096,571.6	1,907,211.9	676.20				Average	
		ML-EB290	1315	1,096,600.4	1,906,988.1	681.80				Average	
		ML-EB290	1316	1,096,610.4	1,906,861.5	685.10					
ML-EB290-OL-X02	12.0	ML-EB290	1317	1,096,610.4	1,906,861.5	685.10				Average	
		ML-EB290	1318	1,096,610.9	1,906,208.6	698.40				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-EB290	1319	1,096,611.1	1,905,960.2	698.60				Average	
		ML-EB290	1320	1,096,611.2	1,905,640.0	691.80				Average	Y
		ML-EB290	1321	1,096,611.5	1,905,413.2	692.00				Average	
		ML-EB290	1322	1,096,611.6	1,905,259.2	690.10				Average	
		ML-EB290	1323	1,096,612.0	1,904,734.0	676.60				Average	
		ML-EB290	1324	1,096,612.2	1,904,288.0	675.70				Average	
		ML-EB290	1325	1,096,612.6	1,903,919.1	677.50					
ML-EB290-OL-X03	12.0	ML-EB290	1326	1,096,612.6	1,903,919.1	677.50				Average	
		ML-EB290	1327	1,096,622.0	1,902,942.5	675.20					
ML-EB290-OL-X04	12.0	ML-EB290	1328	1,096,622.0	1,902,942.5	675.20				Average	
		ML-EB290	1329	1,096,623.6	1,902,444.2	676.10				Average	
		ML-EB290	1330	1,096,625.2	1,901,940.9	681.40				Average	
		ML-EB290	1331	1,096,626.1	1,901,673.9	686.00					
ML-EB290-OL-X05	12.0	ML-EB290	1332	1,096,626.1	1,901,673.9	686.00				Average	
		ML-EB290	1333	1,096,627.8	1,901,154.2	701.50				Average	
		ML-EB290	1334	1,096,628.2	1,901,003.1	706.10				Average	
		ML-EB290	1335	1,096,628.8	1,900,878.1	709.80				Average	
		ML-EB290	1336	1,096,629.1	1,900,753.1	713.00				Average	
		ML-EB290	1337	1,096,629.8	1,900,532.8	719.50				Average	
		ML-EB290	1338	1,096,629.2	1,900,379.2	716.70				Average	Y
		ML-EB290	1339	1,096,630.5	1,900,008.1	714.40				Average	
		ML-EB290	1340	1,096,629.8	1,899,627.9	714.50					
RP-EB290 to Manheim	12.0	RP-EB290	1341	1,097,806.1	1,897,612.0	682.00				Average	
		RP-EB290	1342	1,098,027.1	1,897,485.8	684.70				Average	
		RP-EB290	1343	1,098,252.2	1,897,379.4	686.50				Average	
		RP-EB290	1344	1,098,471.6	1,897,275.6	685.90				Average	Y
		RP-EB290	1345	1,098,611.6	1,897,215.2	685.90				Average	
		RP-EB290	1346	1,099,183.6	1,896,966.6	686.60				Average	
		RP-EB290	2197	1,099,619.6	1,896,769.8	684.30					
ML-WB290-IL-X01	24.0	ML-WB290	1348	1,096,658.6	1,906,865.5	684.90				Average	
		ML-WB290	1349	1,096,648.5	1,906,995.0	680.90				Average	
		ML-WB290	1350	1,096,611.8	1,907,222.6	676.00				Average	
		ML-WB290	1351	1,096,537.9	1,907,522.2	674.00				Average	
		ML-WB290	1352	1,096,469.2	1,907,730.8	676.00				Average	
		ML-WB290	1353	1,096,350.1	1,907,983.5	678.00				Average	
		ML-WB290	1354	1,096,259.2	1,908,159.2	679.50				Average	
		ML-WB290	1355	1,096,128.0	1,908,383.8	682.50				Average	
		ML-WB290	1356	1,095,970.5	1,908,585.0	684.90				Average	
		ML-WB290	1357	1,095,880.0	1,908,693.4	685.60				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-WB29	1358	1,095,733.5	1,908,848.8	685.40				Average	
		ML-WB29	1359	1,095,583.1	1,908,987.8	683.90					
ML-WB290-IL-X02	24.0	ML-WB29	1360	1,096,667.8	1,903,925.6	678.00				Average	
		ML-WB29	1361	1,096,666.6	1,904,291.2	676.00				Average	
		ML-WB29	1362	1,096,665.2	1,904,732.9	677.90				Average	
		ML-WB29	1363	1,096,663.6	1,905,263.5	690.00				Average	
		ML-WB29	1364	1,096,663.1	1,905,416.5	692.00				Average	Y
		ML-WB29	1365	1,096,662.4	1,905,641.1	696.10				Average	
		ML-WB29	1366	1,096,661.2	1,905,998.8	698.80				Average	Y
		ML-WB29	1367	1,096,660.5	1,906,261.8	698.60				Average	
		ML-WB29	2188	1,096,658.6	1,906,865.5	684.90					
ML-WB290-IL-X03	24.0	ML-WB29	1368	1,096,671.9	1,902,939.2	675.30				Average	
		ML-WB29	1369	1,096,667.8	1,903,925.6	678.00					
ML-WB290-IL-X04	24.0	ML-WB29	1370	1,096,676.1	1,901,672.4	686.00				Average	
		ML-WB29	1371	1,096,675.2	1,901,939.4	681.30				Average	
		ML-WB29	1372	1,096,673.6	1,902,443.2	676.00				Average	
		ML-WB29	1373	1,096,671.9	1,902,939.2	675.30					
ML-WB290-IL-X05	24.0	ML-WB29	1374	1,099,642.8	1,896,945.4	682.30				Average	
		ML-WB29	1375	1,099,197.5	1,897,035.5	686.10				Average	
		ML-WB29	1376	1,098,684.8	1,897,246.0	685.90				Average	Y
		ML-WB29	1377	1,098,555.2	1,897,307.5	685.90				Average	
		ML-WB29	1378	1,098,278.5	1,897,437.9	686.80				Average	
		ML-WB29	1379	1,097,952.9	1,897,604.1	684.00				Average	
		ML-WB29	1380	1,097,580.2	1,897,854.1	682.60				Average	
		ML-WB29	1381	1,097,418.1	1,898,007.2	684.00				Average	
		ML-WB29	1382	1,097,291.2	1,898,135.9	685.20				Average	
		ML-WB29	1383	1,096,972.9	1,898,593.4	689.80				Average	
		ML-WB29	1384	1,096,905.8	1,898,750.6	690.70				Average	
		ML-WB29	1385	1,096,834.8	1,898,928.2	692.70				Average	
		ML-WB29	1386	1,096,776.0	1,899,121.0	698.60				Average	
		ML-WB29	1387	1,096,724.6	1,899,326.1	705.60				Average	
		ML-WB29	1388	1,096,699.2	1,899,488.8	710.70				Average	
		ML-WB29	1389	1,096,689.5	1,899,628.2	715.00				Average	
		ML-WB29	1390	1,096,681.8	1,900,005.6	715.30				Average	Y
		ML-WB29	1391	1,096,680.5	1,900,379.2	717.80				Average	
		ML-WB29	1392	1,096,680.0	1,900,536.8	719.40				Average	
		ML-WB29	1393	1,096,679.2	1,900,755.6	713.10				Average	
		ML-WB29	1394	1,096,678.8	1,900,880.6	709.90				Average	
		ML-WB29	1395	1,096,678.4	1,901,005.6	706.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-WB29	1396	1,096,677.9	1,901,151.4	702.00				Average	
		ML-WB29	2200	1,096,676.1	1,901,672.4	686.00					
ML-WB290-OL-X01	12.0	ML-WB29	1397	1,096,674.2	1,906,865.5	684.90				Average	
		ML-WB29	1398	1,096,664.2	1,906,996.4	681.00				Average	
		ML-WB29	1399	1,096,635.1	1,907,226.2	676.00				Average	
		ML-WB29	1400	1,096,558.1	1,907,532.1	673.50				Average	
		ML-WB29	1401	1,096,485.2	1,907,738.8	676.00				Average	
		ML-WB29	1402	1,096,368.8	1,907,993.8	678.00				Average	
		ML-WB29	1403	1,096,278.2	1,908,167.2	680.20				Average	
		ML-WB29	1404	1,096,145.2	1,908,392.2	683.00				Average	
		ML-WB29	1405	1,095,985.8	1,908,594.8	685.20				Average	
		ML-WB29	1406	1,095,906.2	1,908,692.9	686.20				Average	Y
		ML-WB29	1407	1,095,754.8	1,908,851.2	685.80				Average	
		ML-WB29	1408	1,095,603.9	1,909,004.8	684.50					
ML-WB290-OL-X02	12.0	ML-WB29	1409	1,096,685.1	1,903,928.2	678.00				Average	
		ML-WB29	1410	1,096,683.8	1,904,292.4	676.10				Average	
		ML-WB29	1411	1,096,682.1	1,904,732.9	677.70				Average	
		ML-WB29	1412	1,096,680.1	1,905,264.6	687.90				Average	
		ML-WB29	1413	1,096,679.6	1,905,413.8	692.00				Average	Y
		ML-WB29	1414	1,096,678.8	1,905,638.8	695.10				Average	
		ML-WB29	1415	1,096,677.4	1,906,012.8	698.60				Average	Y
		ML-WB29	1416	1,096,676.4	1,906,279.2	698.40				Average	
		ML-WB29	2189	1,096,674.2	1,906,865.5	684.90					
ML-WB290-OL-X03	12.0	ML-WB29	1417	1,096,694.8	1,902,939.2	675.30				Average	
		ML-WB29	1418	1,096,685.1	1,903,928.2	678.00					
ML-WB290-OL-X04	12.0	ML-WB29	1419	1,096,697.0	1,901,673.2	686.00				Average	
		ML-WB29	1420	1,096,696.5	1,901,938.9	681.30				Average	
		ML-WB29	1421	1,096,695.6	1,902,444.1	676.20				Average	
		ML-WB29	1422	1,096,694.8	1,902,939.2	675.30					
ML-WB290-OL-X05	12.0	ML-WB29	1423	1,096,926.2	1,898,758.8	692.30				Average	
		ML-WB29	1424	1,096,857.2	1,898,935.5	693.00				Average	
		ML-WB29	1425	1,096,792.0	1,899,127.8	698.00				Average	
		ML-WB29	1426	1,096,745.5	1,899,331.2	705.50				Average	
		ML-WB29	1427	1,096,720.2	1,899,491.8	709.30				Average	
		ML-WB29	1428	1,096,709.5	1,899,628.9	714.50				Average	
		ML-WB29	1429	1,096,700.0	1,900,006.2	713.90				Average	Y
		ML-WB29	1430	1,096,699.2	1,900,374.2	717.00				Average	
		ML-WB29	1431	1,096,699.0	1,900,537.5	719.10				Average	
		ML-WB29	1432	1,096,698.6	1,900,758.0	712.90				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-WB29	1433	1,096,698.4	1,900,874.2	709.60				Average	
		ML-WB29	1434	1,096,698.2	1,901,004.5	705.90				Average	
		ML-WB29	1435	1,096,697.9	1,901,146.9	702.00				Average	
		ML-WB29	1436	1,096,697.0	1,901,673.2	686.00					
ML-EB88	24.0	ML-EB88-	1437	1,095,781.2	1,893,113.5	695.60				Average	
		ML-EB88-	1438	1,095,915.1	1,893,316.8	695.00				Average	
		ML-EB88-	1439	1,096,087.9	1,893,580.8	694.70				Average	
		ML-EB88-	1440	1,096,193.1	1,893,745.4	694.90				Average	
		ML-EB88-	1441	1,096,300.2	1,893,914.2	695.20				Average	
		ML-EB88-	1442	1,096,400.8	1,894,066.4	695.70				Average	
		ML-EB88-	1443	1,096,517.1	1,894,234.1	695.60				Average	
		ML-EB88-	1444	1,096,668.0	1,894,435.5	696.00				Average	
		ML-EB88-	1445	1,096,824.6	1,894,616.2	696.80				Average	
		ML-EB88-	1446	1,097,023.8	1,894,811.0	697.50				Average	
		ML-EB88-	1447	1,097,277.4	1,895,007.5	700.20				Average	
		ML-EB88-	1448	1,097,490.2	1,895,155.4	701.00				Average	Y
		ML-EB88-	1449	1,097,746.5	1,895,327.5	701.00				Average	
		ML-EB88-	1450	1,097,932.9	1,895,451.6	701.00				Average	
		ML-EB88-	1451	1,098,165.2	1,895,604.8	701.00				Average	
		ML-EB88-	1452	1,098,462.9	1,895,812.1	694.90				Average	
		ML-EB88-	1453	1,098,753.5	1,896,008.8	689.00				Average	
		ML-EB88-	1454	1,098,981.5	1,896,163.4	684.00				Average	
		ML-EB88-	1455	1,099,237.4	1,896,333.2	678.50				Average	
		ML-EB88-	1456	1,099,435.5	1,896,449.2	673.20				Average	
		ML-EB88-	1457	1,099,687.2	1,896,570.6	666.90				Average	
		ML-EB88-	1458	1,100,018.2	1,896,699.4	664.60					
ML-WB88	24.0	ML-WB88	1459	1,099,988.4	1,896,728.1	663.70				Average	
		ML-WB88	1460	1,099,668.8	1,896,604.0	667.60				Average	
		ML-WB88	1461	1,099,419.2	1,896,488.4	672.90				Average	
		ML-WB88	1462	1,099,218.4	1,896,384.5	677.80				Average	
		ML-WB88	1463	1,098,958.5	1,896,226.0	683.70				Average	
		ML-WB88	1464	1,098,733.8	1,896,076.8	688.10				Average	
		ML-WB88	1465	1,098,425.2	1,895,867.5	694.80				Average	
		ML-WB88	1466	1,098,126.6	1,895,669.6	700.90				Average	
		ML-WB88	1467	1,097,748.0	1,895,418.1	701.00				Average	Y
		ML-WB88	1468	1,097,493.8	1,895,245.2	701.00				Average	
		ML-WB88	1469	1,097,233.0	1,895,068.2	701.00				Average	
		ML-WB88	1470	1,096,988.1	1,894,873.2	700.50				Average	
		ML-WB88	1471	1,096,775.2	1,894,658.6	698.30				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-WB88	1472	1,096,620.4	1,894,474.8	697.50				Average	
		ML-WB88	1473	1,096,462.9	1,894,258.8	696.60				Average	
		ML-WB88	1474	1,096,357.2	1,894,084.6	695.60				Average	
		ML-WB88	1475	1,096,254.0	1,893,925.9	695.60				Average	
		ML-WB88	1476	1,096,151.2	1,893,763.9	695.20				Average	
		ML-WB88	1477	1,096,048.4	1,893,600.8	695.80				Average	
		ML-WB88	1478	1,095,878.1	1,893,326.2	695.60				Average	
		ML-WB88	1479	1,095,744.8	1,893,116.8	696.10					
ML-EB Roosevelt	24.0	ML-EB Ro	1480	1,095,825.0	1,892,489.8	675.60				Average	
		ML-EB Ro	1481	1,096,195.6	1,892,496.2	673.80				Average	
		ML-EB Ro	1482	1,096,434.8	1,892,517.6	675.20				Average	
		ML-EB Ro	1483	1,096,751.8	1,892,566.5	677.80				Average	
		ML-EB Ro	1484	1,097,168.4	1,892,635.9	684.20				Average	
		ML-EB Ro	1485	1,097,403.6	1,892,656.5	682.10				Average	
		ML-EB Ro	1486	1,097,811.8	1,892,681.8	683.00				Average	
		ML-EB Ro	1487	1,098,310.9	1,892,708.9	681.60					
ML-WB Roosevelt	24.0	ML-WB Ro	1488	1,098,310.0	1,892,743.1	681.40				Average	
		ML-WB Ro	1489	1,097,810.2	1,892,713.8	683.10				Average	
		ML-WB Ro	1490	1,097,403.4	1,892,690.0	682.50				Average	
		ML-WB Ro	1491	1,097,184.8	1,892,673.0	684.50				Average	
		ML-WB Ro	1492	1,096,751.1	1,892,645.2	685.40				Average	
		ML-WB Ro	1493	1,096,557.0	1,892,634.4	679.70				Average	Y
		ML-WB Ro	1494	1,096,162.5	1,892,610.6	693.40				Average	
		ML-WB Ro	1495	1,095,810.0	1,892,584.8	686.80					
ML-EB Butterfield	20.0	ML-EB Bu	1496	1,096,688.8	1,896,614.6	700.00				Average	
		ML-EB Bu	1497	1,098,001.2	1,897,046.2	681.20				Average	
		ML-EB Bu	1498	1,098,961.1	1,897,377.8	677.70					
ML-WB Butterfield	20.0	ML-WB Bu	1499	1,098,949.1	1,897,411.5	677.90				Average	
		ML-WB Bu	1500	1,097,988.2	1,897,081.8	681.50				Average	
		ML-WB Bu	1501	1,096,686.1	1,896,632.2	699.70					
ML- EB/WB Electric Ave	20.0	ML- EB/W	1502	1,097,787.2	1,899,997.0	687.70				Average	
		ML- EB/W	1503	1,096,290.8	1,900,158.1	700.30					
DS-CNlineBlock3	50.0	DS-CNline	1504	1,096,299.4	1,897,974.8	693.10				Average	
		DS-CNline	1505	1,097,064.4	1,897,660.8	690.70				Average	
		DS-CNline	1506	1,097,806.4	1,897,383.6	689.50				Average	
		DS-CNline	1507	1,098,244.4	1,897,227.8	673.40					
ML-EB Lake St	20.0	ML-EB La	1508	1,095,905.5	1,908,755.8	667.10				Average	
		ML-EB La	1509	1,096,282.4	1,908,816.6	665.50				Average	
		ML-EB La	1510	1,096,670.9	1,908,808.2	663.10				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-EB La	1511	1,097,167.5	1,908,728.9	670.00				Average	
		ML-EB La	1512	1,097,794.8	1,908,550.0	654.60					
ML-WB North Ave	24.0	ML-WB No	1513	1,097,843.0	1,908,966.6	653.20				Average	
		ML-WB No	1514	1,096,999.4	1,908,931.8	656.90				Average	
		ML-WB No	1515	1,096,387.5	1,908,913.0	664.00				Average	
		ML-WB No	1516	1,095,840.4	1,908,816.9	666.30					
ML-EB North Ave	20.0	ML-EB No	1517	1,095,884.8	1,908,776.5	666.60				Average	
		ML-EB No	1518	1,096,389.2	1,908,861.5	664.00				Average	
		ML-EB No	1519	1,096,998.8	1,908,889.8	654.30				Average	
		ML-EB No	1520	1,097,826.1	1,908,908.0	653.10					
ML-EB St. Charles	20.0	ML-EB St.	1521	1,095,796.9	1,902,702.8	682.70				Average	
		ML-EB St.	1522	1,096,544.4	1,902,678.8	694.50				Average	Y
		ML-EB St.	1523	1,096,776.5	1,902,672.5	695.50				Average	
		ML-EB St.	1524	1,097,277.5	1,902,654.0	690.00				Average	Y
		ML-EB St.	1525	1,097,450.9	1,902,648.8	688.70				Average	
		ML-EB St.	2191	1,098,002.9	1,902,632.2	677.90					
ML-WB St. Charles	20.0	ML-WB St	1526	1,098,007.2	1,902,663.8	676.90				Average	
		ML-WB St	1527	1,097,452.9	1,902,673.6	687.60				Average	Y
		ML-WB St	1528	1,097,276.6	1,902,680.6	690.00				Average	
		ML-WB St	1529	1,096,771.8	1,902,697.4	694.50				Average	Y
		ML-WB St	1530	1,096,546.6	1,902,702.8	694.50				Average	
		ML-WB St	2190	1,095,792.6	1,902,726.6	682.70					
DS-Upspur	50.0	DS-Upspu	1531	1,096,188.1	1,905,790.0	681.00				Average	
		DS-Upspu	1532	1,096,333.9	1,905,865.8	690.80				Average	
		DS-Upspu	1533	1,096,593.1	1,906,056.4	678.70				Average	
		DS-Upspu	1534	1,096,735.5	1,906,211.5	678.50				Average	
		DS-Upspu	1535	1,096,920.8	1,906,532.6	678.80				Average	
		DS-Upspu	1536	1,097,077.9	1,906,929.9	676.00					
DS-Upyard	50.0	DS-Upyar	1537	1,096,218.6	1,905,561.8	670.80				Average	
		DS-Upyar	1538	1,096,589.8	1,905,477.5	670.20				Average	
		DS-Upyar	1539	1,096,713.2	1,905,444.8	669.60				Average	
		DS-Upyar	1540	1,096,866.9	1,905,404.2	669.40				Average	
		DS-Upyar	1541	1,097,048.6	1,905,354.2	668.10				Average	
		DS-Upyar	1542	1,097,690.4	1,905,129.8	666.10					
ML-NB Manheim	30.0	ML-NB Ma	1543	1,106,194.6	1,921,861.6	648.00				Average	
		ML-NB Ma	1544	1,106,179.1	1,922,178.1	648.00				Average	
		ML-NB Ma	1545	1,106,165.4	1,922,459.0	658.30				Average	
		ML-NB Ma	1546	1,106,151.8	1,922,735.1	649.00				Average	
		ML-NB Ma	1547	1,106,127.9	1,923,230.0	645.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB Ma	1548	1,106,095.4	1,923,976.5	641.00				Average	
		ML-NB Ma	1549	1,106,038.0	1,925,293.4	641.70					
ML-SB Manheim	30.0	ML-SB Ma	1550	1,105,989.8	1,925,290.5	641.70				Average	
		ML-SB Ma	1551	1,106,044.8	1,923,972.9	641.20				Average	
		ML-SB Ma	1552	1,106,076.0	1,923,222.9	642.80				Average	
		ML-SB Ma	1553	1,106,103.4	1,922,725.6	648.80				Average	
		ML-SB Ma	1554	1,106,118.6	1,922,456.6	657.80				Average	
		ML-SB Ma	1555	1,106,134.2	1,922,178.4	648.00				Average	
		ML-SB Ma	1556	1,106,152.0	1,921,865.9	648.00					
ML-EB/WB Grand Ave	50.0	ML-EB/WB	1557	1,098,224.9	1,917,777.4	652.00				Average	
		ML-EB/WB	1558	1,096,941.2	1,917,819.2	669.20				Average	
		ML-EB/WB	1559	1,096,746.9	1,917,825.5	670.20				Average	
		ML-EB/WB	1560	1,096,170.2	1,917,844.2	658.00					
DS-UPline	50.0	DS-UPline	1561	1,098,197.5	1,920,574.2	671.10				Average	
		DS-UPline	1562	1,098,265.2	1,919,033.2	669.60					
ML-WB Irving Park	20.0	ML-WB Irv	1563	1,108,751.9	1,926,939.6	635.20				Average	
		ML-WB Irv	1564	1,108,017.6	1,927,069.8	636.70				Average	
		ML-WB Irv	1565	1,107,446.6	1,927,170.4	644.80				Average	
		ML-WB Irv	1566	1,106,951.5	1,927,255.0	643.00				Average	
		ML-WB Irv	1567	1,106,916.4	1,927,265.6	643.00				Average	
		ML-WB Irv	1568	1,106,429.4	1,927,457.8	642.20					
ML-EB Irving Park	20.0	ML-EB Irv	1569	1,106,397.2	1,927,397.5	642.50				Average	
		ML-EB Irv	1570	1,106,774.1	1,927,259.5	643.40				Average	
		ML-EB Irv	1571	1,107,090.9	1,927,200.8	642.40				Average	
		ML-EB Irv	1572	1,107,360.1	1,927,152.4	640.90				Average	
		ML-EB Irv	1573	1,107,842.2	1,927,069.1	637.10				Average	
		ML-EB Irv	1574	1,108,751.9	1,926,913.5	635.00					
ML-EB/WB Lawrence	40.0	ML-EB/WB	1575	1,109,938.8	1,930,424.9	630.20				Average	
		ML-EB/WB	1576	1,109,268.0	1,930,403.8	642.70				Average	
		ML-EB/WB	1577	1,108,996.9	1,930,396.4	645.60				Average	
		ML-EB/WB	1578	1,108,479.4	1,930,378.4	642.80					
DS-CNlineblock8	50.0	DS-CNline	1579	1,109,549.5	1,932,853.6	641.90				Average	
		DS-CNline	1580	1,110,115.8	1,930,792.0	640.00					
ML-WB Balmoral	24.0	ML-WB Ba	1581	1,111,222.2	1,934,498.0	638.00				Average	
		ML-WB Ba	1582	1,110,613.5	1,934,455.9	662.00				Average	Y
		ML-WB Ba	1583	1,110,267.9	1,934,423.8	662.00				Average	
		ML-WB Ba	1584	1,109,692.2	1,934,364.8	654.80					
ML-EB Balmoral	24.0	ML-EB Ba	1585	1,109,701.6	1,934,329.1	656.10				Average	
		ML-EB Ba	1586	1,110,272.4	1,934,387.6	662.00				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-EB Ba	1587	1,110,611.9	1,934,419.4	662.00				Average
		ML-EB Ba	1588	1,111,231.8	1,934,462.2	637.50				
TL-NB294 near Cermak	24.0	TL-NB294	1590	1,097,189.4	1,887,404.8	674.70				Average
		TL-NB294	1591	1,097,180.0	1,887,839.6	673.90				Average
		TL-NB294	1592	1,097,193.9	1,888,154.4	676.20				Average
		TL-NB294	1593	1,097,236.6	1,888,529.9	679.20				Average
		TL-NB294	1594	1,097,280.2	1,888,928.5	682.70				Average
		TL-NB294	1595	1,097,258.9	1,889,358.6	690.30				Average
		TL-NB294	1596	1,097,248.8	1,889,619.1	688.20				Average
		TL-NB294	1597	1,097,181.2	1,889,993.8	688.30				Average
		TL-NB294	1598	1,097,140.4	1,890,233.4	688.30				Average
		TL-NB294	1599	1,097,112.8	1,890,435.1	688.90				Average
		TL-NB294	1600	1,097,093.4	1,890,590.6	688.00				Average
		TL-NB294	1601	1,097,082.9	1,890,676.2	686.50				Average
		TL-NB294	1602	1,097,076.8	1,890,777.6	686.20				Average
		TL-NB294	1603	1,097,068.1	1,890,929.4	687.20				Average
		TL-NB294	1604	1,097,072.8	1,891,028.8	688.30				Average
		TL-NB294	1605	1,097,076.2	1,891,106.1	689.30				Average
		TL-NB294	1606	1,097,083.8	1,891,222.9	690.40				Average
		TL-NB294	1607	1,097,094.9	1,891,365.4	692.30				Average
		TL-NB294	1608	1,097,105.9	1,891,470.2	693.40				Average
		TL-NB294	1609	1,097,135.6	1,891,613.8	695.90				Average
		TL-NB294	1610	1,097,154.9	1,891,710.4	697.40				
TL-SB294 near Cermak	24.0	TL-SB294	1611	1,096,929.8	1,891,362.5	697.00				Average
		TL-SB294	1612	1,096,911.5	1,891,222.8	695.60				Average
		TL-SB294	1613	1,096,903.5	1,891,097.6	694.20				Average
		TL-SB294	1614	1,096,897.9	1,891,027.1	694.00				Average
		TL-SB294	1615	1,096,893.5	1,890,924.4	693.00				Average
		TL-SB294	1616	1,096,896.1	1,890,777.0	692.00				Average
		TL-SB294	1617	1,096,894.0	1,890,674.8	691.10				Average
		TL-SB294	1618	1,096,890.4	1,890,584.6	689.60				Average
		TL-SB294	1619	1,096,891.4	1,890,430.8	689.30				Average
		TL-SB294	1620	1,096,891.0	1,890,231.9	689.50				Average
		TL-SB294	1621	1,096,875.6	1,890,028.8	689.00				Average
		TL-SB294	1622	1,096,865.0	1,889,857.9	688.30				Average
		TL-SB294	1623	1,096,871.2	1,889,698.1	688.30				Average
		TL-SB294	1624	1,096,878.5	1,889,512.8	689.00				Average
		TL-SB294	1625	1,096,885.2	1,889,344.8	690.10				Average
		TL-SB294	1626	1,096,899.9	1,889,173.1	687.00				Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		TL-SB294	1627	1,096,935.2	1,888,830.2	682.10				Average	
		TL-SB294	1628	1,096,956.4	1,888,611.5	682.00				Average	
		TL-SB294	1629	1,096,978.6	1,888,282.4	678.20				Average	
		TL-SB294	1630	1,096,987.2	1,888,143.5	676.00				Average	
		TL-SB294	1631	1,096,996.8	1,887,969.2	674.20				Average	
		TL-SB294	1632	1,097,010.1	1,887,725.2	672.90				Average	
		TL-SB294	1633	1,097,028.2	1,887,395.2	672.60					
RP-NB294 to NB294/WB290a	24.0	RP-NB294	1634	1,097,757.8	1,894,322.9	712.30				Average	
		RP-NB294	1635	1,097,778.5	1,894,546.5	717.00				Average	
		RP-NB294	1636	1,097,777.9	1,894,839.4	722.60				Average	
		RP-NB294	1637	1,097,784.6	1,895,134.8	725.40				Average	
		RP-NB294	1638	1,097,790.8	1,895,293.0	721.00				Average	Y
		RP-NB294	1639	1,097,802.0	1,895,661.8	718.00				Average	
		RP-NB294	1640	1,097,773.8	1,895,902.1	714.20				Average	
		RP-NB294	1641	1,097,710.5	1,896,113.4	710.20				Average	
		RP-NB294	1642	1,097,616.8	1,896,344.8	709.30				Average	
		RP-NB294	1643	1,097,527.9	1,896,607.8	710.20				Average	
		RP-NB294	1644	1,097,477.2	1,896,847.5	712.00				Average	Y
		RP-NB294	1645	1,097,460.8	1,896,935.1	712.00				Average	
		RP-NB294	1646	1,097,400.0	1,897,243.4	715.40				Average	
		RP-NB294	1647	1,097,344.9	1,897,507.9	716.00				Average	Y
		RP-NB294	1648	1,097,313.0	1,897,672.4	719.00				Average	
		RP-NB294	1649	1,097,270.2	1,897,944.8	722.00				Average	Y
		RP-NB294	1650	1,097,224.0	1,898,427.2	722.00					
RP-NB294 to NB294/WB290b	12.0	RP-NB294	1652	1,097,154.9	1,891,710.4	697.40				Average	
		RP-NB294	1653	1,097,185.2	1,891,861.9	698.90				Average	
		RP-NB294	1654	1,097,202.8	1,891,938.0	699.80				Average	
		RP-NB294	1655	1,097,221.4	1,892,034.1	700.70				Average	
		RP-NB294	1656	1,097,255.2	1,892,183.6	702.00				Average	
		RP-NB294	1657	1,097,291.9	1,892,349.8	702.00				Average	
		RP-NB294	1658	1,097,304.8	1,892,408.8	700.40				Average	
		RP-NB294	1659	1,097,354.5	1,892,632.6	700.00				Average	Y
		RP-NB294	1660	1,097,374.6	1,892,714.5	700.00				Average	
		RP-NB294	1661	1,097,435.5	1,892,981.8	699.00				Average	
		RP-NB294	1662	1,097,570.4	1,893,551.0	698.80				Average	Y
		RP-NB294	1663	1,097,647.0	1,893,814.2	699.10				Average	
		RP-NB294	1664	1,097,677.6	1,893,929.6	700.50				Average	
		RP-NB294	1665	1,097,732.6	1,894,148.6	708.70				Average	
		RP-NB294	1666	1,097,757.8	1,894,322.9	712.30					

INPUT: ROADWAYS

Tri-State Tollway (4224)

RP-NB294 to WB Roosevelt	12.0	RP-NB294	1667	1,097,167.9	1,891,710.4	697.40				Average	
		RP-NB294	1668	1,097,198.2	1,891,861.9	698.90				Average	
		RP-NB294	1669	1,097,215.8	1,891,938.0	699.80				Average	
		RP-NB294	1670	1,097,234.4	1,892,034.1	700.70				Average	
		RP-NB294	1671	1,097,268.2	1,892,183.6	702.00				Average	
		RP-NB294	1672	1,097,304.9	1,892,349.8	702.00				Average	
		RP-NB294	1673	1,097,317.8	1,892,408.8	700.40				Average	
		RP-NB294	1674	1,097,369.5	1,892,632.8	700.00				Average	Y
		RP-NB294	1675	1,097,390.2	1,892,718.9	700.00				Average	
		RP-NB294	1676	1,097,413.2	1,892,810.4	698.80				Average	
		RP-NB294	1677	1,097,445.1	1,892,900.6	697.50				Average	
		RP-NB294	1678	1,097,501.0	1,892,998.2	695.20				Average	
		RP-NB294	1679	1,097,577.1	1,893,041.6	692.90				Average	
		RP-NB294	1680	1,097,657.8	1,893,035.2	690.70				Average	
		RP-NB294	1681	1,097,737.5	1,892,983.1	686.80				Average	
		RP-NB294	1682	1,097,764.9	1,892,908.9	685.70				Average	
		RP-NB294	1683	1,097,755.9	1,892,823.2	683.70				Average	
		RP-NB294	1684	1,097,695.8	1,892,747.1	683.10				Average	
		RP-NB294	1685	1,097,596.0	1,892,725.8	681.80				Average	
		RP-NB294	1686	1,097,402.9	1,892,707.1	684.90					
RP-NB294 to EB Roosevelt	20.0	RP-NB294	1687	1,097,175.5	1,891,708.4	696.40				Average	
		RP-NB294	1688	1,097,213.8	1,891,858.9	697.40				Average	
		RP-NB294	1689	1,097,239.2	1,891,942.9	696.50				Average	
		RP-NB294	1690	1,097,266.2	1,892,031.1	697.40				Average	
		RP-NB294	1691	1,097,308.5	1,892,177.8	696.70				Average	
		RP-NB294	1692	1,097,360.1	1,892,347.8	689.00				Average	
		RP-NB294	1693	1,097,407.0	1,892,525.2	685.30				Average	
		RP-NB294	1694	1,097,484.6	1,892,625.1	681.70				Average	
		RP-NB294	1695	1,097,813.9	1,892,663.2	682.90					
RP-EB Roosevelt to SB294	12.0	RP-EB Ro	1696	1,095,820.6	1,892,474.5	675.70				Average	
		RP-EB Ro	1697	1,096,063.9	1,892,470.6	676.10				Average	
		RP-EB Ro	1698	1,096,348.9	1,892,487.2	675.40				Average	
		RP-EB Ro	1699	1,096,583.9	1,892,520.0	676.20				Average	
		RP-EB Ro	1700	1,096,743.8	1,892,544.8	677.00				Average	
		RP-EB Ro	1701	1,096,861.5	1,892,522.1	678.60				Average	
		RP-EB Ro	1702	1,096,974.2	1,892,444.9	681.50				Average	
		RP-EB Ro	1703	1,097,037.6	1,892,335.9	686.40				Average	
		RP-EB Ro	1704	1,097,049.0	1,892,189.8	693.90				Average	
		RP-EB Ro	1705	1,097,029.0	1,892,036.9	696.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-EB Ro	1706	1,097,013.8	1,891,949.4	696.60				Average	
		RP-EB Ro	1707	1,096,998.8	1,891,862.0	698.00				Average	
		RP-EB Ro	1708	1,096,974.6	1,891,715.5	696.90				Average	
		RP-EB Ro	1709	1,096,959.4	1,891,622.9	697.30				Average	
		RP-EB Ro	1710	1,096,933.6	1,891,471.0	696.90				Average	
		RP-EB Ro	1711	1,096,914.9	1,891,371.6	697.00					
RP-WB Roosevelt to SB294	12.0	RP-WB Ro	1712	1,097,186.8	1,892,689.4	684.50				Average	
		RP-WB Ro	1713	1,097,015.0	1,892,687.8	679.90				Average	
		RP-WB Ro	1714	1,096,928.2	1,892,745.5	679.80				Average	
		RP-WB Ro	1715	1,096,890.0	1,892,827.0	683.00				Average	
		RP-WB Ro	1716	1,096,917.6	1,892,928.1	685.90				Average	
		RP-WB Ro	1717	1,096,996.6	1,892,986.5	688.40				Average	
		RP-WB Ro	1718	1,097,084.8	1,892,991.0	691.10				Average	
		RP-WB Ro	1719	1,097,174.8	1,892,938.8	694.00				Average	
		RP-WB Ro	1720	1,097,219.6	1,892,829.4	699.00				Average	
		RP-WB Ro	1721	1,097,212.4	1,892,708.4	700.00				Average	Y
		RP-WB Ro	1722	1,097,200.2	1,892,619.9	700.00				Average	
		RP-WB Ro	1723	1,097,154.5	1,892,413.9	700.00				Average	
		RP-WB Ro	1724	1,097,138.8	1,892,351.1	701.60				Average	
		RP-WB Ro	1725	1,097,099.8	1,892,186.2	701.20				Average	
		RP-WB Ro	1726	1,097,067.0	1,892,034.0	700.00				Average	
		RP-WB Ro	1727	1,097,046.1	1,891,939.6	699.50				Average	
		RP-WB Ro	1728	1,097,028.6	1,891,864.0	698.60				Average	
		RP-WB Ro	1729	1,096,997.8	1,891,711.2	697.40				Average	
		RP-WB Ro	1730	1,096,978.9	1,891,618.1	697.30				Average	
		RP-WB Ro	1731	1,096,950.2	1,891,471.1	697.00				Average	
		RP-WB Ro	1732	1,096,929.8	1,891,362.5	697.00					
RP-EB Roosevelt to EB88	20.0	RP-EB Ro	1733	1,095,819.1	1,892,509.2	675.40				Average	
		RP-EB Ro	1734	1,096,056.2	1,892,514.4	692.60				Average	
		RP-EB Ro	1735	1,096,264.1	1,892,556.8	670.90				Average	
		RP-EB Ro	1736	1,096,462.2	1,892,672.4	669.20				Average	
		RP-EB Ro	1737	1,096,689.1	1,892,859.2	672.20				Average	
		RP-EB Ro	1738	1,096,922.8	1,893,067.9	675.10				Average	
		RP-EB Ro	1739	1,097,206.2	1,893,314.9	675.80				Average	
		RP-EB Ro	1740	1,097,377.1	1,893,463.6	676.70				Average	
		RP-EB Ro	1741	1,097,657.1	1,893,768.4	681.80				Average	
		RP-EB Ro	1742	1,097,757.4	1,893,956.8	688.80				Average	
		RP-EB Ro	1743	1,097,828.4	1,894,179.1	697.40				Average	
		RP-EB Ro	1744	1,097,848.9	1,894,516.5	714.20				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-EB Ro	1745	1,097,828.8	1,894,669.0	718.10					
RP-NB294 to EB88	12.0	RP-NB294	1746	1,097,828.8	1,894,669.0	718.10				Average	
		RP-NB294	1747	1,097,872.0	1,894,950.6	715.50				Average	
		RP-NB294	1748	1,098,006.2	1,895,313.6	705.30				Average	
		RP-NB294	1749	1,098,206.2	1,895,575.0	699.80				Average	
		RP-NB294	1750	1,098,483.1	1,895,795.5	694.50				Average	
		RP-NB294	1751	1,098,765.2	1,895,993.6	688.50				Average	
		RP-NB294	1752	1,098,994.2	1,896,150.0	684.00				Average	
		RP-NB294	1753	1,099,245.8	1,896,310.9	678.00				Average	
		RP-NB294	1754	1,099,439.2	1,896,416.6	673.50				Average	
		RP-NB294	1755	1,099,702.2	1,896,509.6	669.20				Average	
		RP-NB294	1756	1,100,048.2	1,896,560.1	667.30					
RP-EB88 to NB294/WB290	24.0	RP-EB88	1757	1,095,810.0	1,893,108.2	696.10				Average	
		RP-EB88	1758	1,095,936.9	1,893,312.8	695.30				Average	
		RP-EB88	1759	1,096,104.6	1,893,571.1	694.90				Average	
		RP-EB88	1760	1,096,216.1	1,893,736.9	695.00				Average	
		RP-EB88	1761	1,096,329.9	1,893,903.8	695.40				Average	
		RP-EB88	1762	1,096,444.6	1,894,052.1	695.10				Average	
		RP-EB88	1763	1,096,573.9	1,894,191.8	694.20				Average	
		RP-EB88	1764	1,096,757.8	1,894,358.8	695.70				Average	
		RP-EB88	1765	1,096,935.6	1,894,514.4	695.20				Average	
		RP-EB88	1766	1,097,139.2	1,894,687.8	691.70				Average	
		RP-EB88	1767	1,097,313.1	1,894,843.4	683.30				Average	
		RP-EB88	1768	1,097,435.6	1,894,995.9	681.90				Average	
		RP-EB88	1769	1,097,511.8	1,895,118.0	679.00				Average	
		RP-EB88	1770	1,097,564.8	1,895,247.2	685.70				Average	
		RP-EB88	1771	1,097,648.6	1,895,451.1	685.00				Average	
		RP-EB88	1772	1,097,707.2	1,895,696.9	690.90				Average	
		RP-EB88	1773	1,097,698.1	1,895,894.8	699.00				Average	
		RP-EB88	1774	1,097,647.8	1,896,094.9	705.30				Average	
		RP-EB88	1775	1,097,549.2	1,896,325.9	711.00				Average	
		RP-EB88	1776	1,097,467.1	1,896,593.2	711.90				Average	
		RP-EB88	1777	1,097,418.4	1,896,824.8	713.00				Average	Y
		RP-EB88	1778	1,097,401.8	1,896,911.2	713.00				Average	
		RP-EB88	1779	1,097,334.8	1,897,246.9	715.40				Average	
		RP-EB88	1780	1,097,283.5	1,897,516.8	716.00				Average	Y
		RP-EB88	1781	1,097,254.2	1,897,686.4	719.00				Average	
		RP-EB88	1782	1,097,204.5	1,898,017.0	722.00				Average	Y
		RP-EB88	1783	1,097,155.6	1,898,504.0	722.00					

INPUT: ROADWAYS

Tri-State Tollway (4224)

RP-WB88 to SB294	12.0	RP-WB88	1784	1,097,507.2	1,894,675.4	686.80				Average	
		RP-WB88	1785	1,097,528.1	1,894,555.6	693.00				Average	
		RP-WB88	1786	1,097,536.9	1,894,365.0	699.50				Average	
		RP-WB88	1787	1,097,540.0	1,894,239.1	703.80				Average	
		RP-WB88	1788	1,097,529.9	1,894,147.8	702.80				Average	
		RP-WB88	1789	1,097,493.2	1,893,927.1	699.90				Average	
		RP-WB88	1790	1,097,428.9	1,893,600.8	699.00				Average	Y
		RP-WB88	1791	1,097,384.4	1,893,393.8	698.80				Average	
		RP-WB88	1792	1,097,295.6	1,892,982.9	697.50				Average	
		RP-WB88	1793	1,097,237.1	1,892,712.5	700.00					
RP-SB294 to WB88	24.0	RP-SB294	1794	1,097,191.8	1,897,245.2	715.60				Average	
		RP-SB294	1795	1,097,259.4	1,896,860.2	712.00				Average	Y
		RP-SB294	1796	1,097,274.0	1,896,778.2	712.00				Average	
		RP-SB294	1797	1,097,329.9	1,896,433.8	713.00				Average	
		RP-SB294	1798	1,097,371.5	1,896,167.9	716.00				Average	
		RP-SB294	1799	1,097,398.0	1,896,002.8	717.00				Average	
		RP-SB294	1800	1,097,411.5	1,895,817.0	716.40				Average	
		RP-SB294	1801	1,097,390.8	1,895,629.9	715.00				Average	
		RP-SB294	1802	1,097,335.9	1,895,450.8	710.90				Average	
		RP-SB294	1803	1,097,269.8	1,895,311.8	708.70				Average	
		RP-SB294	1804	1,097,193.6	1,895,187.2	705.60				Average	
		RP-SB294	1805	1,097,075.1	1,895,022.1	703.60				Average	
		RP-SB294	1806	1,096,961.9	1,894,908.4	701.80				Average	
		RP-SB294	1807	1,096,753.5	1,894,675.6	698.90				Average	
		RP-SB294	1808	1,096,598.8	1,894,496.2	697.90				Average	
		RP-SB294	1809	1,096,439.1	1,894,274.1	696.90				Average	
		RP-SB294	1810	1,096,328.4	1,894,101.2	695.90				Average	
		RP-SB294	1811	1,096,225.6	1,893,932.1	695.30				Average	
		RP-SB294	1812	1,096,131.6	1,893,775.5	694.90				Average	
		RP-SB294	1813	1,096,032.2	1,893,610.2	694.70				Average	
		RP-SB294	1814	1,095,860.8	1,893,330.8	695.40				Average	
		RP-SB294	1815	1,095,726.5	1,893,127.5	695.80					
RP-WB88 to WB Roosevelt/SB294	24.0	RP-WB88	1816	1,098,949.2	1,896,242.4	682.80				Average	
		RP-WB88	1817	1,098,715.9	1,896,109.9	687.00				Average	
		RP-WB88	1818	1,098,462.6	1,895,993.2	689.80				Average	
		RP-WB88	1819	1,098,251.4	1,895,907.5	692.00				Average	
		RP-WB88	1820	1,098,068.2	1,895,818.6	691.90				Average	
		RP-WB88	1821	1,097,882.9	1,895,670.6	689.30				Average	
		RP-WB88	1822	1,097,733.8	1,895,474.2	685.20				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB88	1823	1,097,569.1	1,895,104.8	679.10				Average	
		RP-WB88	1824	1,097,507.2	1,894,675.4	686.80					
RP-WB88 to WB Roosevelt	20.0	RP-WB88	1825	1,097,507.2	1,894,675.4	686.80				Average	
		RP-WB88	1826	1,097,495.9	1,894,556.5	691.00				Average	
		RP-WB88	1827	1,097,471.5	1,894,358.8	694.50				Average	
		RP-WB88	1828	1,097,429.2	1,894,143.9	695.80				Average	
		RP-WB88	1829	1,097,261.8	1,893,673.8	689.70				Average	
		RP-WB88	1830	1,097,110.9	1,893,411.5	682.80				Average	
		RP-WB88	1831	1,096,917.8	1,893,176.8	677.20				Average	
		RP-WB88	1832	1,096,699.8	1,892,982.0	679.70				Average	
		RP-WB88	1833	1,096,448.8	1,892,825.6	686.40				Average	
		RP-WB88	1834	1,096,198.6	1,892,708.6	690.00				Average	
		RP-WB88	1835	1,096,017.8	1,892,650.4	690.60				Average	
		RP-WB88	1836	1,095,808.8	1,892,612.2	686.00					
RP-EB290 to SB294	12.0	RP-EB290	1837	1,096,629.8	1,899,628.0	714.50				Average	
		RP-EB290	1838	1,096,615.4	1,899,466.2	707.60				Average	
		RP-EB290	1839	1,096,606.2	1,899,360.0	705.90				Average	
		RP-EB290	1840	1,096,547.4	1,899,178.4	701.40				Average	
		RP-EB290	1841	1,096,477.2	1,898,991.0	701.90				Average	
		RP-EB290	1842	1,096,464.8	1,898,815.8	702.40				Average	
		RP-EB290	1843	1,096,514.8	1,898,662.4	702.90				Average	
		RP-EB290	1844	1,096,642.2	1,898,528.6	705.50				Average	
		RP-EB290	1845	1,096,815.9	1,898,369.1	712.50				Average	
		RP-EB290	1846	1,096,968.8	1,898,146.2	718.20				Average	
		RP-EB290	1847	1,097,049.2	1,897,953.5	720.50				Average	
		RP-EB290	1848	1,097,104.5	1,897,729.8	719.00				Average	Y
		RP-EB290	1849	1,097,134.4	1,897,548.2	716.00				Average	
		RP-EB290	1850	1,097,191.8	1,897,245.2	715.60					
RP-SB294 to EB290	24.0	RP-SB294	1851	1,097,146.8	1,901,933.8	686.00				Average	
		RP-SB294	1852	1,097,109.5	1,901,768.0	689.80				Average	
		RP-SB294	1853	1,097,056.0	1,901,479.9	696.50				Average	
		RP-SB294	1854	1,096,991.9	1,901,139.9	706.30				Average	
		RP-SB294	1855	1,096,967.8	1,900,997.8	709.90				Average	
		RP-SB294	1856	1,096,949.6	1,900,877.4	712.30				Average	
		RP-SB294	1857	1,096,937.9	1,900,758.8	714.90				Average	
		RP-SB294	1858	1,096,913.2	1,900,535.4	719.50				Average	
		RP-SB294	1859	1,096,901.0	1,900,369.0	720.00				Average	Y
		RP-SB294	1860	1,096,880.0	1,899,972.9	720.00				Average	
		RP-SB294	1861	1,096,879.2	1,899,844.8	721.90				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-SB294	1862	1,096,878.8	1,899,742.8	721.50				Average	
		RP-SB294	1863	1,096,874.4	1,899,582.0	720.40				Average	
		RP-SB294	1864	1,096,848.9	1,899,432.2	721.90				Average	
		RP-SB294	1865	1,096,782.4	1,899,274.5	719.00				Average	Y
		RP-SB294	1866	1,096,695.0	1,899,161.4	718.00				Average	
		RP-SB294	1867	1,096,622.4	1,899,054.6	717.90				Average	
		RP-SB294	1868	1,096,580.2	1,898,941.1	712.40				Average	
		RP-SB294	1869	1,096,594.6	1,898,808.2	706.50				Average	
		RP-SB294	1870	1,096,677.6	1,898,668.1	700.70				Average	
		RP-SB294	1871	1,096,836.8	1,898,536.8	693.80				Average	
		RP-SB294	1872	1,096,958.0	1,898,425.6	689.60				Average	
		RP-SB294	1873	1,097,277.8	1,898,049.6	689.70				Average	
		RP-SB294	1874	1,097,365.1	1,897,958.4	684.60				Average	
		RP-SB294	1875	1,097,520.2	1,897,816.0	682.80				Average	
		RP-SB294	1876	1,097,806.1	1,897,612.0	682.00					
RP-NB294 to WB290	12.0	RP-NB294	1877	1,097,224.0	1,898,427.2	722.00				Average	
		RP-NB294	1878	1,097,229.8	1,898,545.9	719.20				Average	
		RP-NB294	1879	1,097,281.9	1,898,630.8	713.40				Average	
		RP-NB294	1880	1,097,380.8	1,898,685.9	709.80				Average	
		RP-NB294	1881	1,097,500.9	1,898,665.0	705.80				Average	
		RP-NB294	1882	1,097,603.0	1,898,578.8	700.00				Average	
		RP-NB294	1883	1,097,664.9	1,898,470.1	694.50				Average	
		RP-NB294	1884	1,097,712.4	1,898,300.6	687.70				Average	
		RP-NB294	1885	1,097,689.5	1,898,132.5	681.70				Average	
		RP-NB294	1886	1,097,599.8	1,898,031.0	681.00				Average	
		RP-NB294	1887	1,097,470.0	1,898,023.8	682.10				Average	
		RP-NB294	1888	1,097,321.4	1,898,149.2	684.20				Average	
		RP-NB294	1889	1,096,999.5	1,898,612.5	694.60				Average	
		RP-NB294	1890	1,096,926.2	1,898,758.8	692.30					
RP-WB290 to NB294	12.0	RP-WB290	1891	1,099,653.1	1,896,969.8	682.00				Average	
		RP-WB290	1892	1,099,197.2	1,897,066.6	685.90				Average	
		RP-WB290	1893	1,098,709.8	1,897,262.8	685.90				Average	Y
		RP-WB290	1894	1,098,593.2	1,897,317.9	685.90				Average	
		RP-WB290	1895	1,098,294.8	1,897,461.8	685.60				Average	
		RP-WB290	1896	1,098,064.1	1,897,594.2	681.00				Average	
		RP-WB290	1897	1,097,953.4	1,897,717.5	677.60				Average	
		RP-WB290	1898	1,097,857.9	1,897,901.9	674.60				Average	
		RP-WB290	1899	1,097,788.4	1,898,243.4	679.20				Average	
		RP-WB290	1900	1,097,735.2	1,898,483.1	688.10				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB29	1901	1,097,650.2	1,898,637.8	693.90				Average	
		RP-WB29	1902	1,097,462.5	1,898,830.6	705.30				Average	
		RP-WB29	1903	1,097,312.2	1,898,987.2	714.70				Average	
		RP-WB29	1904	1,097,172.1	1,899,209.4	718.20				Average	
		RP-WB29	1905	1,097,103.4	1,899,437.2	717.80				Average	
		RP-WB29	2196	1,097,078.5	1,899,561.2	718.90					
RP-NB294 to NB294	12.0	RP-NB294	1906	1,097,224.0	1,898,427.2	722.00				Average	
		RP-NB294	1907	1,097,206.5	1,898,577.2	720.10				Average	
		RP-NB294	1908	1,097,190.9	1,898,711.2	719.40				Average	
		RP-NB294	1909	1,097,191.1	1,898,936.9	718.00				Average	
		RP-NB294	1910	1,097,151.1	1,899,143.4	719.00				Average	
		RP-NB294	1911	1,097,096.5	1,899,339.1	721.10				Average	
		RP-NB294	1912	1,097,068.4	1,899,558.8	721.00				Average	
		RP-NB294	1913	1,097,057.9	1,899,742.1	720.90				Average	
		RP-NB294	1914	1,097,052.0	1,899,844.0	720.80				Average	
		RP-NB294	1915	1,097,045.4	1,899,959.2	721.00					
RP-WB Lake St to WB290	12.0	RP-WB La	1916	1,097,805.2	1,908,572.1	657.50				Average	
		RP-WB La	1917	1,096,976.4	1,908,849.4	672.50				Average	Y
		RP-WB La	1918	1,096,643.2	1,908,960.4	671.00				Average	
		RP-WB La	1919	1,095,950.2	1,909,205.4	669.10					
RP-WB290 to WB North Ave	20.0	RP-WB29	1920	1,095,929.6	1,908,693.6	686.50				Average	Y
		RP-WB29	1921	1,095,775.0	1,908,854.6	685.40				Average	
		RP-WB29	1922	1,095,708.2	1,908,924.8	684.90				Average	
		RP-WB29	1923	1,095,677.8	1,909,010.6	682.10				Average	
		RP-WB29	1924	1,095,686.8	1,909,095.6	679.50				Average	
		RP-WB29	1925	1,095,752.2	1,909,168.4	676.00				Average	
		RP-WB29	1926	1,095,843.9	1,909,192.6	672.70				Average	
		RP-WB29	1927	1,095,931.9	1,909,167.6	669.50				Average	
		RP-WB29	1928	1,095,988.4	1,909,103.0	666.50				Average	
		RP-WB29	1929	1,096,019.1	1,909,016.8	665.90				Average	
		RP-WB29	1930	1,095,994.9	1,908,931.8	664.40				Average	
		RP-WB29	1931	1,095,931.2	1,908,874.4	664.60				Average	
		RP-WB29	1932	1,095,820.9	1,908,840.2	665.40					
RP-WB290 to EB Lake St	12.0	RP-WB29	1945	1,096,696.8	1,906,858.0	685.90				Average	
		RP-WB29	1946	1,096,689.8	1,907,069.8	680.60				Average	
		RP-WB29	1947	1,096,669.6	1,907,288.8	675.50				Average	
		RP-WB29	1948	1,096,644.8	1,907,580.5	670.00				Average	
		RP-WB29	1949	1,096,623.5	1,907,780.4	667.30				Average	
		RP-WB29	1950	1,096,554.8	1,907,985.0	664.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB29	1951	1,096,481.2	1,908,169.1	663.90				Average	
		RP-WB29	1952	1,096,366.2	1,908,437.9	662.80				Average	
		RP-WB29	1953	1,096,336.5	1,908,573.4	662.60				Average	
		RP-WB29	1954	1,096,380.0	1,908,704.6	662.10				Average	
		RP-WB29	1955	1,096,490.9	1,908,788.5	662.00					
RP-WB North Ave to WB290	12.0	RP-WB No	1956	1,096,387.5	1,908,913.0	664.00				Average	
		RP-WB No	1957	1,096,243.8	1,908,968.8	665.50				Average	
		RP-WB No	1958	1,095,950.2	1,909,205.4	669.10					
RP-EB North Ave/Lake St to NB294	12.0	RP-EB No	1959	1,097,167.5	1,908,708.9	670.00				Average	
		RP-EB No	1960	1,097,155.2	1,908,022.5	671.70				Average	
		RP-EB No	1961	1,097,148.2	1,907,828.8	674.90				Average	
		RP-EB No	1962	1,097,107.2	1,907,756.8	676.00				Average	
		RP-EB No	1963	1,097,008.8	1,907,732.8	677.90				Average	
		RP-EB No	1964	1,096,931.6	1,907,782.1	681.50				Average	
		RP-EB No	1965	1,096,903.9	1,907,923.6	683.40				Average	
		RP-EB No	1966	1,096,894.4	1,908,031.4	685.10				Average	
		RP-EB No	1967	1,096,892.8	1,908,254.8	688.10				Average	
		RP-EB No	1968	1,096,896.2	1,908,655.8	693.40				Average	
		RP-EB No	1969	1,096,896.9	1,908,741.6	694.00				Average	Y
		RP-EB No	1970	1,096,898.9	1,909,009.8	694.00				Average	
		RP-EB No	1971	1,096,897.8	1,909,285.6	695.10					
RP-EB North Ave to EB290	12.0	RP-EB No	1972	1,095,501.5	1,908,507.4	673.90				Average	
		RP-EB No	1973	1,095,719.6	1,908,425.1	675.50				Average	
		RP-EB No	1974	1,095,927.6	1,908,297.2	676.20				Average	
		RP-EB No	1975	1,096,112.4	1,908,129.0	677.40				Average	
		RP-EB No	1976	1,096,261.1	1,907,930.8	676.90				Average	
		RP-EB No	1977	1,096,382.8	1,907,706.0	674.30				Average	
		RP-EB No	1978	1,096,472.2	1,907,502.0	672.50				Average	
		RP-EB No	1979	1,096,543.1	1,907,211.2	675.50				Average	
		RP-EB No	1980	1,096,583.2	1,906,988.4	681.10				Average	
		RP-EB No	1981	1,096,593.1	1,906,862.4	685.00					
RP-EB St. Charles to EB290	12.0	RP-EB St.	1982	1,095,806.2	1,902,685.0	682.40				Average	
		RP-EB St.	1983	1,095,941.2	1,902,662.5	682.40				Average	
		RP-EB St.	1984	1,096,024.2	1,902,637.2	682.70				Average	
		RP-EB St.	1985	1,096,113.9	1,902,566.2	682.80				Average	
		RP-EB St.	1986	1,096,312.1	1,902,294.0	684.00				Average	
		RP-EB St.	1987	1,096,446.4	1,902,186.6	681.80				Average	
		RP-EB St.	1988	1,096,537.8	1,902,079.6	681.10				Average	
		RP-EB St.	1989	1,096,596.5	1,901,939.8	680.90				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-EB St.	1990	1,096,605.8	1,901,671.2	686.50					
RP-EB St. Charles to WB290	12.0	RP-EB St.	1991	1,096,849.9	1,902,652.1	696.80					Average
		RP-EB St.	1992	1,096,989.8	1,902,608.8	694.20					Average
		RP-EB St.	1993	1,097,079.1	1,902,517.9	690.70					Average
		RP-EB St.	1994	1,097,077.4	1,902,413.9	687.40					Average
		RP-EB St.	1995	1,097,033.5	1,902,330.4	684.70					Average
		RP-EB St.	1996	1,096,949.8	1,902,287.2	682.10					Average
		RP-EB St.	1997	1,096,839.9	1,902,302.0	679.10					Average
		RP-EB St.	1998	1,096,767.6	1,902,360.0	675.80					Average
		RP-EB St.	1999	1,096,721.0	1,902,462.8	675.10					
RP-EB290 to EB St. Charles	12.0	RP-EB290	2000	1,096,594.8	1,902,438.5	674.50					Average
		RP-EB290	2001	1,096,534.8	1,902,344.8	673.10					Average
		RP-EB290	2002	1,096,464.8	1,902,303.0	675.60					Average
		RP-EB290	2003	1,096,352.9	1,902,317.0	678.50					Average
		RP-EB290	2004	1,096,271.0	1,902,395.8	683.10					Average
		RP-EB290	2005	1,096,261.2	1,902,501.4	686.20					Average
		RP-EB290	2006	1,096,312.2	1,902,591.6	688.80					Average
		RP-EB290	2007	1,096,403.2	1,902,644.2	691.10					Average
		RP-EB290	2008	1,096,551.8	1,902,654.8	694.20					
RP-EB290 to WB St. Charles	12.0	RP-EB290	2009	1,096,589.2	1,903,924.2	676.80					Average
		RP-EB290	2010	1,096,581.5	1,903,496.5	677.90					Average
		RP-EB290	2011	1,096,542.9	1,903,375.0	676.80					Average
		RP-EB290	2012	1,096,451.5	1,903,250.8	678.00					Average
		RP-EB290	2013	1,096,283.5	1,903,130.9	679.30					Average
		RP-EB290	2014	1,096,168.2	1,902,995.4	680.60					Average
		RP-EB290	2015	1,096,101.0	1,902,823.9	682.80					Average
		RP-EB290	2016	1,095,994.8	1,902,752.4	682.70					Average
		RP-EB290	2017	1,095,799.4	1,902,750.1	682.90					
RP-WB St. Charles to EB290	12.0	RP-WB St	2018	1,096,544.0	1,902,722.4	694.20					Average
		RP-WB St	2019	1,096,393.2	1,902,732.2	690.50					Average
		RP-WB St	2020	1,096,284.6	1,902,783.0	687.00					Average
		RP-WB St	2021	1,096,229.1	1,902,884.8	683.40					Average
		RP-WB St	2022	1,096,242.8	1,902,993.2	681.50					Average
		RP-WB St	2023	1,096,310.0	1,903,064.6	679.50					Average
		RP-WB St	2024	1,096,406.6	1,903,087.5	676.40					Average
		RP-WB St	2025	1,096,512.8	1,903,047.2	674.80					Average
		RP-WB St	2026	1,096,580.4	1,902,941.1	674.50					
RP-WB290 to EB St. Charles	12.0	RP-WB290	2027	1,096,710.8	1,901,670.2	686.40					Average
		RP-WB290	2028	1,096,730.1	1,901,880.0	680.90					Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB29	2029	1,096,765.8	1,902,000.6	679.10				Average
		RP-WB29	2030	1,096,847.9	1,902,114.8	679.00				Average
		RP-WB29	2031	1,097,083.8	1,902,300.2	681.50				Average
		RP-WB29	2032	1,097,214.8	1,902,551.5	689.70				Average
		RP-WB29	2033	1,097,266.9	1,902,600.4	695.00				
RP-WB290 to WB St. Charles	12.0	RP-WB29	2034	1,096,718.9	1,902,946.8	674.30				Average
		RP-WB29	2035	1,096,796.0	1,903,046.9	674.90				Average
		RP-WB29	2036	1,096,907.6	1,903,069.4	677.30				Average
		RP-WB29	2037	1,097,017.2	1,903,016.8	682.60				Average
		RP-WB29	2038	1,097,056.6	1,902,921.8	685.60				Average
		RP-WB29	2039	1,097,044.0	1,902,808.0	691.70				Average
		RP-WB29	2040	1,096,966.1	1,902,746.6	693.60				Average
		RP-WB29	2041	1,096,855.6	1,902,721.1	695.60				
RP-WB St. Charles to WB290	12.0	RP-WB St	2042	1,097,275.1	1,902,719.8	694.80				Average
		RP-WB St	2043	1,097,182.5	1,902,861.9	689.10				Average
		RP-WB St	2044	1,097,110.2	1,903,012.4	686.60				Average
		RP-WB St	2045	1,097,037.2	1,903,100.2	684.40				Average
		RP-WB St	2046	1,096,892.9	1,903,212.0	677.10				Average
		RP-WB St	2047	1,096,783.0	1,903,311.8	676.80				Average
		RP-WB St	2048	1,096,710.8	1,903,490.6	678.00				Average
		RP-WB St	2049	1,096,702.2	1,903,930.8	677.40				
OS-SB294	12.0	OS-SB294	2050	1,107,323.8	1,926,744.8	656.90				Average
		OS-SB294	2051	1,107,261.4	1,926,593.2	653.20				Average
		OS-SB294	2052	1,107,216.8	1,926,484.9	651.40				Average
		OS-SB294	2053	1,107,175.6	1,926,383.2	649.40				Average
		OS-SB294	2054	1,107,112.2	1,926,215.2	645.80				Average
		OS-SB294	2055	1,106,997.6	1,925,859.9	642.10				Average
		OS-SB294	2056	1,106,954.4	1,925,737.0	641.10				Average
		OS-SB294	2057	1,106,881.9	1,925,559.8	643.20				Average
		OS-SB294	2058	1,106,798.9	1,925,449.2	647.10				Average
		OS-SB294	2059	1,106,721.4	1,925,368.2	651.00				Average
		OS-SB294	2060	1,106,444.0	1,925,211.2	655.80				Average
		OS-SB294	2061	1,106,380.4	1,925,003.2	655.20				Average
		OS-SB294	2062	1,106,329.8	1,924,824.2	655.90				Average
		OS-SB294	2063	1,106,374.9	1,924,694.6	654.00				Average
		OS-SB294	2064	1,106,450.4	1,924,571.0	653.00				Average
		OS-SB294	2065	1,106,499.4	1,924,476.0	651.20				Average
		OS-SB294	2066	1,106,526.1	1,924,344.6	650.90				Average
		OS-SB294	2067	1,106,517.6	1,924,206.2	650.70				Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		OS-SB294	2068	1,106,484.9	1,924,092.8	653.10				Average
		OS-SB294	2069	1,106,445.8	1,923,969.9	653.90				Average
		OS-SB294	2070	1,106,421.5	1,923,894.1	652.70				Average
		OS-SB294	2071	1,106,396.2	1,923,814.9	655.60				
OS-NB294	12.0	OS-NB294	2072	1,106,556.4	1,923,809.6	656.80				Average
		OS-NB294	2073	1,106,589.2	1,923,900.1	652.30				Average
		OS-NB294	2074	1,106,612.0	1,923,962.2	652.90				Average
		OS-NB294	2075	1,106,657.4	1,924,087.2	652.20				Average
		OS-NB294	2076	1,106,711.5	1,924,207.8	650.20				Average
		OS-NB294	2077	1,106,800.2	1,924,327.6	651.10				Average
		OS-NB294	2078	1,106,948.6	1,924,448.5	652.80				Average
		OS-NB294	2079	1,107,103.2	1,924,529.9	654.30				Average
		OS-NB294	2080	1,107,158.4	1,924,576.1	655.20				Average
		OS-NB294	2081	1,107,234.8	1,924,788.6	656.50				Average
		OS-NB294	2082	1,107,271.2	1,924,984.6	652.30				Average
		OS-NB294	2083	1,107,181.2	1,925,120.6	654.90				Average
		OS-NB294	2084	1,107,108.0	1,925,275.4	649.90				Average
		OS-NB294	2085	1,107,086.5	1,925,431.2	643.90				Average
		OS-NB294	2086	1,107,090.1	1,925,583.4	641.00				Average
		OS-NB294	2087	1,107,128.0	1,925,731.5	641.60				Average
		OS-NB294	2088	1,107,156.1	1,925,853.8	642.10				Average
		OS-NB294	2089	1,107,266.0	1,926,215.6	644.80				Average
		OS-NB294	2090	1,107,324.1	1,926,385.0	649.00				Average
		OS-NB294	2091	1,107,363.2	1,926,483.2	650.80				Average
		OS-NB294	2092	1,107,407.5	1,926,593.1	651.80				Average
		OS-NB294	2093	1,107,470.8	1,926,739.6	654.90				
RP-SB294 to WB Irving Park	12.0	RP-SB294	2094	1,108,110.0	1,928,523.8	642.00				Average
		RP-SB294	2095	1,108,076.8	1,928,452.0	642.30				Average
		RP-SB294	2096	1,107,936.9	1,928,148.2	641.40				Average
		RP-SB294	2097	1,107,872.8	1,928,002.4	642.40				Average
		RP-SB294	2098	1,107,805.5	1,927,870.0	645.30				Average
		RP-SB294	2099	1,107,751.8	1,927,770.1	646.30				Average
		RP-SB294	2100	1,107,693.8	1,927,655.1	647.40				Average
		RP-SB294	2101	1,107,562.9	1,927,415.5	653.80				Average
		RP-SB294	2102	1,107,483.9	1,927,331.8	650.90				Average
		RP-SB294	2103	1,107,374.2	1,927,270.1	646.90				Average
		RP-SB294	2104	1,107,260.8	1,927,244.4	642.90				Average
		RP-SB294	2105	1,107,128.9	1,927,242.5	641.90				Average
		RP-SB294	2106	1,107,022.2	1,927,257.2	642.90				Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-SB294	2107	1,106,925.4	1,927,282.5	642.30					
RP-SB294 to EB Irving Park	12.0	RP-SB294	2108	1,107,764.8	1,927,766.8	648.60				Average	
		RP-SB294	2109	1,107,711.8	1,927,652.8	650.20				Average	
		RP-SB294	2110	1,107,489.9	1,927,183.2	661.00				Average	Y
		RP-SB294	2111	1,107,451.4	1,927,105.9	661.00				Average	
		RP-SB294	2112	1,107,405.2	1,927,011.1	658.90				Average	
		RP-SB294	2113	1,107,332.9	1,926,866.1	656.80				Average	
		RP-SB294	2114	1,107,263.0	1,926,797.0	654.80				Average	
		RP-SB294	2115	1,107,166.4	1,926,780.2	653.40				Average	
		RP-SB294	2116	1,107,083.9	1,926,818.8	650.30				Average	
		RP-SB294	2117	1,107,034.0	1,926,890.0	647.30				Average	
		RP-SB294	2118	1,107,030.9	1,926,993.4	645.90				Average	
		RP-SB294	2119	1,107,089.9	1,927,079.0	643.80				Average	
		RP-SB294	2120	1,107,202.9	1,927,130.0	641.80				Average	
		RP-SB294	2121	1,107,351.6	1,927,137.5	640.30					
RP-EB Irving Park to NB294	12.0	RP-EB Irv	2122	1,107,844.4	1,927,033.4	636.70				Average	
		RP-EB Irv	2123	1,107,916.6	1,926,951.2	637.20				Average	
		RP-EB Irv	2124	1,107,937.2	1,926,856.1	638.30				Average	
		RP-EB Irv	2125	1,107,914.2	1,926,761.2	638.70				Average	
		RP-EB Irv	2126	1,107,848.0	1,926,686.5	642.40				Average	
		RP-EB Irv	2127	1,107,770.2	1,926,650.1	643.80				Average	
		RP-EB Irv	2128	1,107,659.4	1,926,673.2	646.00				Average	
		RP-EB Irv	2129	1,107,588.2	1,926,751.9	653.80				Average	
		RP-EB Irv	2130	1,107,573.9	1,926,851.2	656.60				Average	
		RP-EB Irv	2131	1,107,584.2	1,926,945.8	659.90				Average	
		RP-EB Irv	2132	1,107,640.1	1,927,071.2	661.00				Average	Y
		RP-EB Irv	2133	1,107,678.5	1,927,153.6	661.00				Average	
		RP-EB Irv	2134	1,107,907.8	1,927,639.2	650.80				Average	
		RP-EB Irv	2135	1,108,015.4	1,927,863.2	647.60				Average	
		RP-EB Irv	2136	1,108,082.2	1,928,002.4	646.00				Average	
		RP-EB Irv	2192	1,108,146.8	1,928,136.8	644.00				Average	
		RP-EB Irv	2193	1,108,296.0	1,928,447.6	642.90				Average	
		RP-EB Irv	2194	1,108,321.2	1,928,500.1	642.90					
RP-WB Irving Park to NB294	12.0	RP-WB Irv	2138	1,108,027.0	1,927,099.5	636.40				Average	
		RP-WB Irv	2139	1,107,937.2	1,927,176.8	640.10				Average	
		RP-WB Irv	2140	1,107,883.5	1,927,298.6	645.70				Average	
		RP-WB Irv	2141	1,107,875.9	1,927,434.6	647.60				Average	
		RP-WB Irv	2142	1,107,898.6	1,927,552.1	651.10				Average	
		RP-WB Irv	2143	1,107,935.8	1,927,637.9	648.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB Inv	2144	1,108,037.8	1,927,859.2	646.00				Average	
		RP-WB Inv	2145	1,108,098.5	1,927,991.2	644.90					
ML-SB294-07x	12.0	ML-SB294	2146	1,108,137.0	1,928,518.0	642.50				Average	
		ML-SB294	2147	1,108,109.1	1,928,450.0	642.90				Average	
		ML-SB294	2148	1,107,981.4	1,928,138.5	644.80				Average	
		ML-SB294	2149	1,107,924.8	1,928,007.2	646.60				Average	
		ML-SB294	2150	1,107,859.1	1,927,868.0	648.40				Average	
		ML-SB294	2151	1,107,754.2	1,927,639.5	653.00				Average	
		ML-SB294	2152	1,107,538.1	1,927,177.1	661.00				Average	Y
		ML-SB294	2153	1,107,498.4	1,927,097.0	661.00				Average	
		ML-SB294	2154	1,107,450.1	1,926,999.6	659.10					
TL-SB294 near O'Hare	24.0	TL-SB294	2155	1,109,167.2	1,930,632.2	657.00				Average	
		TL-SB294	2156	1,109,059.2	1,930,435.2	648.20				Average	Y
		TL-SB294	2157	1,109,021.0	1,930,368.1	660.00				Average	
		TL-SB294	2158	1,108,926.2	1,930,230.8	657.00				Average	
		TL-SB294	2159	1,108,727.9	1,929,987.0	652.50				Average	
		TL-SB294	2160	1,108,567.0	1,929,750.6	649.00				Average	
		TL-SB294	2161	1,108,396.9	1,929,404.9	649.70				Average	
		TL-SB294	2162	1,108,295.8	1,929,149.1	643.60				Average	
		TL-SB294	2163	1,108,248.6	1,928,971.1	643.00				Average	
		TL-SB294	2164	1,108,191.5	1,928,744.1	642.00				Average	
		TL-SB294	2195	1,108,110.0	1,928,523.8	642.00					
RP-EB/WB Balmoral to SB294	12.0	RP-EB/WB	2165	1,110,272.4	1,934,387.6	662.00				Average	
		RP-EB/WB	2166	1,110,304.6	1,934,225.0	653.20				Average	
		RP-EB/WB	2167	1,110,335.0	1,934,078.2	646.10				Average	
		RP-EB/WB	2168	1,110,353.2	1,933,953.9	640.80				Average	
		RP-EB/WB	2169	1,110,360.4	1,933,867.2	639.00				Average	
		RP-EB/WB	2170	1,110,366.9	1,933,735.1	637.60				Average	
		RP-EB/WB	2171	1,110,367.8	1,933,638.0	637.80				Average	
		RP-EB/WB	2172	1,110,363.1	1,933,514.9	638.00				Average	
		RP-EB/WB	2173	1,110,347.2	1,933,376.0	639.00				Average	
		RP-EB/WB	2174	1,110,328.1	1,933,251.8	640.30				Average	
		RP-EB/WB	2175	1,110,304.2	1,933,136.9	642.20					
RP-NB294 to EB/WB Balmoral	12.0	RP-NB294	2176	1,110,501.0	1,933,155.6	645.70				Average	
		RP-NB294	2177	1,110,527.9	1,933,257.2	642.90				Average	
		RP-NB294	2178	1,110,554.4	1,933,366.9	641.30				Average	
		RP-NB294	2179	1,110,589.9	1,933,511.8	638.70				Average	
		RP-NB294	2180	1,110,610.1	1,933,645.2	637.50				Average	
		RP-NB294	2181	1,110,610.9	1,933,747.2	637.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-NB294	2182	1,110,609.1	1,933,870.4	637.60				Average	
		RP-NB294	2183	1,110,606.0	1,933,969.4	636.70				Average	
		RP-NB294	2184	1,110,607.4	1,934,091.2	636.80				Average	
		RP-NB294	2185	1,110,609.5	1,934,244.0	637.00				Average	
		RP-NB294	2186	1,110,611.9	1,934,419.4	662.00					
RP-EB190 to SB294	12.0	RP-EB190	2207	1,110,142.2	1,935,742.1	641.00				Average	
		RP-EB190	2208	1,110,201.4	1,935,510.6	640.60				Average	
		RP-EB190	2209	1,110,232.9	1,935,311.2	642.30				Average	
		RP-EB190	2210	1,110,271.0	1,935,069.8	643.50					
RP-NB294 to WB190	12.0	RP-NB294	2211	1,110,424.4	1,935,074.1	642.20				Average	
		RP-NB294	2212	1,110,407.8	1,935,313.2	641.00				Average	
		RP-NB294	2213	1,110,435.8	1,935,510.6	640.90				Average	
		RP-NB294	2214	1,110,510.9	1,935,737.8	639.20					
RP-SB294 to WB290	12.0	RP-SB294	2215	1,096,750.0	1,909,286.0	694.90				Average	
		RP-SB294	2216	1,096,754.4	1,909,007.2	693.90				Average	Y
		RP-SB294	2217	1,096,746.5	1,908,735.8	693.90				Average	
		RP-SB294	2218	1,096,744.9	1,908,657.9	693.00				Average	
		RP-SB294	2219	1,096,735.8	1,908,460.5	689.00				Average	
		RP-SB294	2220	1,096,694.1	1,908,331.0	686.60				Average	
		RP-SB294	2221	1,096,552.8	1,908,222.5	684.00				Average	Y
		RP-SB294	2222	1,096,393.6	1,908,218.1	683.00				Average	
		RP-SB294	2223	1,096,248.6	1,908,292.4	682.00				Average	
		RP-SB294	2224	1,096,165.2	1,908,399.0	683.50				Average	
		RP-SB294	2225	1,096,042.8	1,908,557.8	685.40				Average	
		RP-SB294	2226	1,095,929.6	1,908,693.6	686.50					

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

Hanson/Prairie Engineers		13 November 2017										
Bryan Cross		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		Tri-State Tollway (4224)										
RUN:		Existing Case (all traffic), Aug 19th run										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
ML-NB294-IL-01	ML-NB294-IL-	1	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	2	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	3	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	4	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	5	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	6	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	7	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	8	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	9	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	10	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	11	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	12	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	13	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	14	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	15	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	16	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	17	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	18	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	19	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	20	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	21	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	22	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	23	2822	55	133	55	365	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	24	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	25	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	26										
ML-NB294-IL-02	ML-NB294-IL-	27	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	28	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	29	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	30	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	31	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	32	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	33	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	34	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	35	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	36	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	37	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	38	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	39	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	40	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	41	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	42	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	43	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	44	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	45	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	46	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	47	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	48	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	49	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	50	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	51	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	52	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	53	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	54	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	55	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	56	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	57	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	58	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	59	2804	55	132	55	363	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	60	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	61	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	62	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	63	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	64	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	65	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	66										
ML-NB294-IL-03	ML-NB294-IL-	67	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	68	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	69	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	70	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	71	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	72	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	73	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	74	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	75	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	76	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	77	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	78	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	79	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	80										
ML-NB294-IL-04	ML-NB294-IL-	81	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	82	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	83	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	84	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	85	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	86	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	87	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	88	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	89	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	90	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	91	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	92	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	93	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	94	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	95	3312	55	156	55	429	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	96	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	97	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	98	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	99	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	100	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	101	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	102	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	103	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	104	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	105	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	106	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	107	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	108	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	109	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	110	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	111	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	112	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	113	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	114	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	115	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	116	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	117	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	118	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	119	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	120	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	121	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	122	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	123	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	124	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	125										
ML-NB294-IL-05	ML-NB294-IL-	211	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	212	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	213	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	214	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	215	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	216	3336	55	157	55	432	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	217	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	218	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	219	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	220	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	221	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	222	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	223	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	224	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	225	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	226	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	227	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	228	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	229	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	230	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	231	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	232	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	233	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	234	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	235	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	236	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	237	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	238	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	239	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	240	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	241	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	242	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	243	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	244	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	245	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	246	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	247	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	248	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	249	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	250	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	251	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	252	3336	55	157	55	432	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	253	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	254	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	255	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	256	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	257	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	258	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	259	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	260	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	261	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	262	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	263	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	264	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	265	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	266	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	267	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	268	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	269	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	270	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	271	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	272	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	273	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	274	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	275	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	276	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	277	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	278	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	279	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	280	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	281	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	282	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	283	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	284	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-IL-	285										
ML-NB294-IL-06	ML-NB294-IL-	286	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	287	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	288	3322	55	157	55	430	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	289	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	290	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	291	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	292	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	293	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	294	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	295	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	296	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	297	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	298	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	299	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	300	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	301	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	302	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-IL-	303										
ML-NB294-IL-07	ML-NB294-IL-	304	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	305	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	306	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	307	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	308	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	309	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	310	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	311	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	312	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-IL-	313										
ML-NB294-IL-08	ML-NB294-IL-	314	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	315	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	316	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	317	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	318	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	319	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	320	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	321	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	322	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	323	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	324	2623	55	123	55	339	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	325	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	326	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	327	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	328	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	329	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	330	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	331	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	332	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	333	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	334	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	335	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	336	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	337	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	338	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	339	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-IL-	340										
ML-NB294-IL-09	ML-NB294-IL-	341	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	342	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	343	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	344	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	345	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	346	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	347	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	348	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	349	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	350	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	351	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	352	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	353	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	354	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-IL-	355										
ML-NB294-IL-10	ML-NB294-IL-	356	2452	55	116	55	317	55	0	0	0	0
	ML-NB294-IL-	357	2452	55	116	55	317	55	0	0	0	0
	ML-NB294-IL-	358										
ML-NB294-OL-01	ML-NB294-OL	359	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	360	2822	55	133	55	365	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	361	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	362	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	363	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	364	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	365	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	366	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	367	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	368	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	369	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	370	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	371	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	372	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	373	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	374	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	375	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	376	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	377	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	378	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	379	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	380	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	381	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	382	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	383	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	384										
ML-NB294-OL-02	ML-NB294-OL	385	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	386	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	387	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	388	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	389	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	390	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	391	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	392	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	393	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	394	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	395	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	396	2804	55	132	55	363	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	397	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	398	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	399	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	400	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	401	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	402	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	403	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	404	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	405	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	406	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	407	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	408	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	409	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	410	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	411	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	412	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	413	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	414	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	415	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	416	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	417	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	418	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	419	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	420	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	421	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	422	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	423	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	424										
ML-NB294-OL-03	ML-NB294-OL	425	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	426	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	427	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	428	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	429	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	430	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	431	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	432	3370	55	159	55	436	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	433	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	434	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	435	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	436	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	437	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	438										
ML-NB294-OL-04	ML-NB294-OL	439	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	440	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	441	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	442	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	443	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	444	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	445	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	446	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	447	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	448	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	449	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	450	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	451	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	452	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	453	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	454	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	455	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	456	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	457	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	458	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	459	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	460	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	461	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	462	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	463	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	464	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	465	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	466	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	467	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	468	3312	55	156	55	429	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	469	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	470	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	471	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	472	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	473	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	474	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	475	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	476	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	477	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	478	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	479	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	480	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	481	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	482	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	483										
ML-NB294-OL-05	ML-NB294-OL	484	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	485	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	486	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	487	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	488	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	489	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	490	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	491	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	492	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	493	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	494	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	495	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	496	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	497	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	498	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	499	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	500	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	501	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	502	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	503	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	504	3336	55	157	55	432	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	505	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	506	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	507	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	508	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	509	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	510	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	511	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	512	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	513	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	514	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	515	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	516	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	517	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	518	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	519	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	520	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	521	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	522	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	523	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	524	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	525	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	526	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	527	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	528	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	529	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	530	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	531	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	532	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	533	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	534	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	535	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	536	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	537	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	538	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	539	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	540	3336	55	157	55	432	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	541	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	542	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	543	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	544	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	545	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	546	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	547	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	548	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	549	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	550	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	551	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	552	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	553	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	554	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	555	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	556	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	557	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	558	3336	55	157	55	432	55	0	0	0	0
	ML-NB294-OL	559										
ML-NB294-OL-06	ML-NB294-OL	560	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	561	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	562	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	563	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	564	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	565	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	566	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	567	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	568	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	569	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	570	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	571	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	572	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	573	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	574	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	575	3322	55	157	55	430	55	0	0	0	0
	ML-NB294-OL	576	3322	55	157	55	430	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	577										
ML-NB294-OL-07	ML-NB294-OL	578	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	579	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	580	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	581	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	582	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	583	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	584	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	585	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	586	3518	55	166	55	455	55	0	0	0	0
	ML-NB294-OL	587										
ML-NB294-OL-08	ML-NB294-OL	588	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	589	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	590	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	591	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	592	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	593	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	594	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	595	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	596	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	597	2623	55	123	55	339	55	0	5	0	0
	ML-NB294-OL	598	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	599	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	600	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	601	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	602	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	603	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	604	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	605	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	606	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	607	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	608	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	609	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	610	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	611	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	612	2623	55	123	55	339	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	613	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	614										
ML-NB294-OL-09	ML-NB294-OL	615	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	616	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	617	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	618	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	619	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	620	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	621	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	622	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	623	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	624	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	625	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	626	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	627	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	628	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	629										
ML-NB294-OL-10	ML-NB294-OL	630	2452	55	116	55	317	55	0	0	0	0
	ML-NB294-OL	631	2452	55	116	55	317	55	0	0	0	0
	ML-NB294-OL	632										
ML-NB294-OL2-08	ML-NB294-OL	633	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	634	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	635	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	636	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	637	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	638	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	639	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	640	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	641	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	642	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	643	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	644	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	645	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	646	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	647	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	648	2623	55	123	55	339	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	649	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	650	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	651	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	652	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	653	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	654	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	655	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	656	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	657	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	658	2623	55	123	55	339	55	0	0	0	0
	ML-NB294-OL	659										
ML-NB294-OL2-09	ML-NB294-OL	660	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	661	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	662	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	663	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	664	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	665	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	666	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	667	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	668	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	669	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	670	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	671	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	672	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	673	2634	55	124	55	341	55	0	0	0	0
	ML-NB294-OL	674										
ML-SB294-OL2-09	ML-SB294-OL	675	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	676	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	677	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	678	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	679	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	680	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	681	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	682	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	683	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	684	2289	55	108	55	296	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	685	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	686	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	687	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	688	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	689										
ML-SB294-OL2-08	ML-SB294-OL	690	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	691	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	692	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	693	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	694	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	695	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	696	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	697	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	698	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	699	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	700	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	701	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	702	1916	55	90	55	0	55	0	0	0	0
	ML-SB294-OL	703	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	704										
ML-SB294-OL-10	ML-SB294-OL	705	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	706	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	707										
ML-SB294-OL-09	ML-SB294-OL	708	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	709	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	710	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	711	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	712	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	713	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	714	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	715	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	716	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	717	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	718	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	719	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	720	2289	55	108	55	296	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	721	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-OL	722										
ML-SB294-OL-08	ML-SB294-OL	723	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	724	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	725	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	726	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	727	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	728	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	729	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	730	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	731	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	732	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	733	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	734	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	735	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	736	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	737	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	738	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	739	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	740	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	741	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	742	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	743	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	744	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	745	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	746	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	747	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	748	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-OL	749										
ML-SB294-OL-07	ML-SB294-OL	750	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	751	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	752	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	753	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	754	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	755	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	756	2866	55	135	55	371	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	757	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	758	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	759										
ML-SB294-OL-06	ML-SB294-OL	760	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	761	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	762	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	763	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	764	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	765	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	766	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	767	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	768	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	769	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	770	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	771	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	772	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	773	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	774	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	775	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	776	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-OL	777										
ML-SB294-OL-05	ML-SB294-OL	778	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	779	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	780	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	781	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	782	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	783	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	784	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	785	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	786	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	787	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	788	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	789	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	790	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	791	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	792	3019	55	142	55	391	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	793	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	794	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	795	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	796	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	797	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	798	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	799	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	800	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	801	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	802	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	803	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	804	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	805	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	806	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	807	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	808	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	809	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	810	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	811	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	812	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	813	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	814	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	815	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	816	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	817	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	818	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	819	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	820	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	821	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	822	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	823	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	824	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	825	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	826	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	827	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	828	3019	55	142	55	391	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	829	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	830	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	831	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	832	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	833	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	834	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	835	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	836	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	837	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	838	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	839	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	840	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	841	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	842	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	843	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	844	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	845	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	846	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	847	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	848	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	849	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	850	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	851	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-OL	852										
ML-SB294-OL-04	ML-SB294-OL	853	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	854	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	855	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	856	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	857	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	858	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	859	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	860	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	861	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	862	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	863	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	864	2399	55	113	55	311	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	865	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	866	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	867	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	868	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	869	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	870	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	871	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	872	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	873	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	874	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	875	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	876	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	877	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	878	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	879	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	880	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	881	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	882	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	883	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	884	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	885	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	886	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	887	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	888	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	889	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	890	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	891	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	892	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	893	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	894	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	895	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	896										
ML-SB294-OL-03	ML-SB294-OL	897	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	898	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	899	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	900	2865	55	135	55	371	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	901	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	902	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	903	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	904	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	905	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	906	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	907	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	908	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	909	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	910	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	911	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	912	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	913	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	914	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	915	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	916	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	917	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	918										
ML-SB294-OL-02	ML-SB294-OL	919	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	920	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	921	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	922	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	923	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	924	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	925	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	926	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	927	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	928	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	929	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	930	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	931	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	932	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	933	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	934	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	935	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	936	2081	55	98	55	270	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-OL	937	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	938	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	939	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	940	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	941	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	942	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	943	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	944	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	945	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	946	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	947	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	948	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	949	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	950	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	951	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	952	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	953	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	954	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	955										
ML-SB294-OL-01	ML-SB294-OL	958	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	959	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	960	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	961	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	962	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	963	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	964	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	965	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	966	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	967	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	968	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	969	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	970	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	971	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	972	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	973	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	974	1785	55	84	55	231	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	975	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	976	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	977	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	978	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	2202	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	2203										
ML-SB294-IL-10	ML-SB294-IL-	979	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	980	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	981										
ML-SB294-IL-09	ML-SB294-IL-	982	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	983	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	984	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	985	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	986	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	987	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	988	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	989	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	990	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	991	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	992	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	993	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	994	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	995	2289	55	108	55	296	55	0	0	0	0
	ML-SB294-IL-	996										
ML-SB294-IL-08	ML-SB294-IL-	997	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	998	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	999	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1000	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1001	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1002	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1003	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1004	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1005	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1006	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1007	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1008	1916	55	90	55	248	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-IL-	1009	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1010	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1011	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1012	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1013	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1014	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1015	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1016	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1017	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1018	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1019	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1020	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1021	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1022	1916	55	90	55	248	55	0	0	0	0
	ML-SB294-IL-	1023										
ML-SB294-IL-07	ML-SB294-IL-	1024	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1025	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1026	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1027	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1028	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1029	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1030	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1031	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1032	2866	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1033										
ML-SB294-IL-06	ML-SB294-IL-	1034	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1035	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1036	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1037	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1038	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1039	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1040	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1041	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1042	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1043	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1044	3009	55	142	55	390	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-IL-	1045	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1046	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1047	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1048	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1049	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1050	3009	55	142	55	390	55	0	0	0	0
	ML-SB294-IL-	1051										
ML-SB294-IL-05	ML-SB294-IL-	1052	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1053	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1054	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1055	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1056	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1057	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1058	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1059	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1060	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1061	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1062	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1063	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1064	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1065	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1066	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1067	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1068	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1069	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1070	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1071	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1072	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1073	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1074	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1075	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1076	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1077	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1078	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1079	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1080	3019	55	142	55	391	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-IL-	1081	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1082	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1083	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1084	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1085	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1086	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1087	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1088	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1089	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1090	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1091	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1092	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1093	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1094	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1095	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1096	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1097	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1098	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1099	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1100	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1101	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1102	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1103	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1104	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1105	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1106	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1107	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1108	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1109	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1110	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1111	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1112	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1113	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1114	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1115	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1116	3019	55	142	55	391	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-IL-	1117	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1118	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1119	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1120	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1121	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1122	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1123	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1124	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1125	3019	55	142	55	391	55	0	0	0	0
	ML-SB294-IL-	1126										
ML-SB294-IL-04	ML-SB294-IL-	1127	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1128	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1129	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1130	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1131	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1132	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1133	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1134	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1135	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1136	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1137	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1138	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1139	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1140	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1141	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1142	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1143	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1144	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1145	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1146	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1147	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1148	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1149	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1150	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1151	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1152	2399	55	113	55	311	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-IL-	1153	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1154	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1155	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1156	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1157	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1158	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1159	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1160	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1161	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1162	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1163	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1164	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1165	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1166	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1167	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1168	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1169	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1170										
ML-SB294-IL-03	ML-SB294-IL-	1171	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1172	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1173	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1174	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1175	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1176	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1177	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1178	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1179	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1180	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1181	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1182	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1183	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1184	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1185	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1186	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1187	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1188	2865	55	135	55	371	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-IL-	1189	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1190	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1191	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1192										
ML-SB294-IL-02	ML-SB294-IL-	1193	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1194	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1195	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1196	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1197	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1198	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1199	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1200	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1201	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1202	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1203	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1204	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1205	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1206	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1207	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1208	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1209	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1210	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1211	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1212	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1213	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1214	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1215	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1216	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1217	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1218	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1219	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1220	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1221	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1222	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1223	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1224	2081	55	98	55	270	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-IL-	1225	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1226	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1227	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1228	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	2206										
ML-SB294-IL-01	ML-SB294-IL-	1232	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1233	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1234	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1235	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1236	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1237	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1238	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1239	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1240	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1241	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1242	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1243	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1244	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1245	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1246	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1247	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1248	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1249	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1250	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1251	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1252	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	2204	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	2205										
ML-EB290-IL-X01	ML-EB290-IL-	1253	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1254	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1255	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1256	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1257	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1258	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1259	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1260	3749	55	176	55	485	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-EB290-IL-	1261	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1262	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1263	3749	55	176	55	485	55	0	0	0	0
	ML-EB290-IL-	1264										
ML-EB290-IL-X02	ML-EB290-IL-	1265	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1266	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1267	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1268	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1269	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1270	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1271	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1272	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1273										
ML-EB290-IL-X03	ML-EB290-IL-	1274	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1275										
ML-EB290-IL-X04	ML-EB290-IL-	1276	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1277	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1278	4284	55	202	55	554	55	0	0	0	0
	ML-EB290-IL-	1279										
ML-EB290-IL-X05	ML-EB290-IL-	1280	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1281	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1282	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1283	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1284	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1285	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1286	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1287	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1288	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1289	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1290	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1291	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1292	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1293	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1294	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1295	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1296	4155	55	196	55	538	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-EB290-IL-	1297	4155	55	196	55	538	55	0	0	0	0
	ML-EB290-IL-	1298										
ML-EB290-IL-X06	ML-EB290-IL-	1299	3388	55	159	55	438	55	0	0	0	0
	ML-EB290-IL-	1300	3388	55	159	55	438	55	0	0	0	0
	ML-EB290-IL-	1301	3388	55	159	55	438	55	0	0	0	0
	ML-EB290-IL-	1302	3388	55	159	55	438	55	0	0	0	0
	ML-EB290-IL-	1303	3388	55	159	55	438	55	0	0	0	0
	ML-EB290-IL-	1304	3388	55	159	55	438	55	0	0	0	0
	ML-EB290-IL-	2198										
ML-EB290-OL-X01	ML-EB290-OL	1305	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1306	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1307	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1308	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1309	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1310	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1311	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1312	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1313	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1314	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1315	1607	55	76	55	208	55	0	0	0	0
	ML-EB290-OL	1316										
ML-EB290-OL-X02	ML-EB290-OL	1317	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1318	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1319	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1320	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1321	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1322	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1323	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1324	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1325										
ML-EB290-OL-X03	ML-EB290-OL	1326	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1327										
ML-EB290-OL-X04	ML-EB290-OL	1328	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1329	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1330	1836	55	86	55	238	55	0	0	0	0
	ML-EB290-OL	1331										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

ML-EB290-OL-X05	ML-EB290-OL	1332	1781	55	84	55	230	55	0	0	0	0
	ML-EB290-OL	1333	1781	55	84	55	230	55	0	0	0	0
	ML-EB290-OL	1334	1781	55	84	55	230	55	0	0	0	0
	ML-EB290-OL	1335	1781	55	84	55	230	55	0	0	0	0
	ML-EB290-OL	1336	1781	55	84	55	230	55	0	0	0	0
	ML-EB290-OL	1337	1781	55	84	55	230	55	0	0	0	0
	ML-EB290-OL	1338	1781	55	84	55	230	55	0	0	0	0
	ML-EB290-OL	1339	1781	55	84	55	230	55	0	0	0	0
	ML-EB290-OL	1340										
RP-EB290 to Manheim	RP-EB290 to I	1341	1452	55	68	55	188	55	0	0	0	0
	RP-EB290 to I	1342	1452	55	68	55	188	55	0	0	0	0
	RP-EB290 to I	1343	1452	55	68	55	188	55	0	0	0	0
	RP-EB290 to I	1344	1452	55	68	55	188	55	0	0	0	0
	RP-EB290 to I	1345	1452	55	68	55	188	55	0	0	0	0
	RP-EB290 to I	1346	1452	55	68	55	188	55	0	0	0	0
	RP-EB290 to I	2197										
ML-WB290-IL-X01	ML-WB290-IL	1348	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1349	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1350	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1351	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1352	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1353	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1354	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1355	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1356	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1357	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1358	3749	55	176	55	485	55	0	0	0	0
	ML-WB290-IL	1359										
ML-WB290-IL-X02	ML-WB290-IL	1360	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1361	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1362	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1363	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1364	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1365	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1366	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1367	4284	55	202	55	554	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-WB290-IL	2188										
ML-WB290-IL-X03	ML-WB290-IL	1368	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1369										
ML-WB290-IL-X04	ML-WB290-IL	1370	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1371	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1372	4284	55	202	55	554	55	0	0	0	0
	ML-WB290-IL	1373										
ML-WB290-IL-X05	ML-WB290-IL	1374	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1375	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1376	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1377	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1378	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1379	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1380	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1381	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1382	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1383	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1384	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1385	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1386	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1387	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1388	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1389	4155	55	196	55	0	55	0	0	0	0
	ML-WB290-IL	1390	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1391	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1392	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1393	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1394	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1395	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	1396	4155	55	196	55	538	55	0	0	0	0
	ML-WB290-IL	2200										
ML-WB290-OL-X01	ML-WB290-OI	1397	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1398	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1399	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1400	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1401	1607	55	76	55	208	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-WB290-OI	1402	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1403	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1404	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1405	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1406	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1407	1607	55	76	55	208	55	0	0	0	0
	ML-WB290-OI	1408										
ML-WB290-OL-X02	ML-WB290-OI	1409	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1410	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1411	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1412	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1413	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1414	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1415	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1416	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	2189										
ML-WB290-OL-X03	ML-WB290-OI	1417	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1418										
ML-WB290-OL-X04	ML-WB290-OI	1419	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1420	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1421	1836	55	86	55	238	55	0	0	0	0
	ML-WB290-OI	1422										
ML-WB290-OL-X05	ML-WB290-OI	1423	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1424	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1425	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1426	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1427	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1428	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1429	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1430	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1431	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1432	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1433	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1434	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1435	1781	55	84	55	230	55	0	0	0	0
	ML-WB290-OI	1436										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

ML-EB88	ML-EB88-01	1437	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-02	1438	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-03	1439	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-04	1440	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-05	1441	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-06	1442	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-07	1443	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-08	1444	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-09	1445	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-10	1446	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-11	1447	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-12	1448	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-13	1449	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-14	1450	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-15	1451	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-16	1452	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-17	1453	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-18	1454	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-19	1455	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-20	1456	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-21	1457	5684	55	267	55	736	55	0	0	0	0
	ML-EB88-22	1458										
ML-WB88	ML-WB88-01	1459	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-02	1460	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-03	1461	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-04	1462	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-05	1463	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-06	1464	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-07	1465	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-08	1466	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-09	1467	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-10	1468	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-11	1469	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-12	1470	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-13	1471	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-14	1472	5684	55	267	55	736	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-WB88-15	1473	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-16	1474	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-17	1475	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-18	1476	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-19	1477	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-20	1478	5684	55	267	55	736	55	0	0	0	0
	ML-WB88-21	1479										
ML-EB Roosevelt	ML-EB Roose	1480	1377	45	65	45	178	45	0	0	0	0
	ML-EB Roose	1481	1377	45	65	45	178	45	0	0	0	0
	ML-EB Roose	1482	1377	45	65	45	178	45	0	0	0	0
	ML-EB Roose	1483	1377	45	65	45	178	45	0	0	0	0
	ML-EB Roose	1484	1377	45	65	45	178	45	0	0	0	0
	ML-EB Roose	1485	1377	45	65	45	178	45	0	0	0	0
	ML-EB Roose	1486	1377	45	65	45	178	45	0	0	0	0
	ML-EB Roose	1487										
ML-WB Roosevelt	ML-WB Roose	1488	1377	45	65	45	178	45	0	0	0	0
	ML-WB Roose	1489	1377	45	65	45	178	45	0	0	0	0
	ML-WB Roose	1490	1377	45	65	45	178	45	0	0	0	0
	ML-WB Roose	1491	1377	45	65	45	178	45	0	0	0	0
	ML-WB Roose	1492	1377	45	65	45	178	45	0	0	0	0
	ML-WB Roose	1493	1377	45	65	45	178	45	0	0	0	0
	ML-WB Roose	1494	1377	45	65	45	178	45	0	0	0	0
	ML-WB Roose	1495										
ML-EB Butterfield	ML-EB Butterf	1496	709	35	33	35	92	35	0	0	0	0
	ML-EB Butterf	1497	709	35	33	35	92	35	0	0	0	0
	ML-EB Butterf	1498										
ML-WB Butterfield	ML-WB Butter	1499	709	35	33	35	92	35	0	0	0	0
	ML-WB Butter	1500	709	35	33	35	92	35	0	0	0	0
	ML-WB Butter	1501										
ML- EB/WB Electric Ave	ML- EB/WB E	1502	0	0	0	0	0	0	0	0	0	0
	ML- EB/WB E	1503										
DS-CNlineBlock3	DS-CNlineBlo	1504	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1505	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1506	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1507										
ML-EB Lake St	ML-EB Lake S	1508	1663	40	78	40	215	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-EB Lake S	1509	1663	40	78	40	215	40	0	0	0	0
	ML-EB Lake S	1510	1663	40	78	40	215	40	0	0	0	0
	ML-EB Lake S	1511	1663	40	78	40	215	40	0	0	0	0
	ML-EB Lake S	1512										
ML-WB North Ave	ML-WB North	1513	1982	40	93	40	257	40	0	0	0	0
	ML-WB North	1514	1982	40	93	40	257	40	0	0	0	0
	ML-WB North	1515	1982	40	93	40	257	40	0	0	0	0
	ML-WB North	1516										
ML-EB North Ave	ML-EB North A	1517	1982	40	93	40	257	40	0	0	0	0
	ML-EB North A	1518	1982	40	93	40	257	40	0	0	0	0
	ML-EB North A	1519	1982	40	93	40	257	40	0	0	0	0
	ML-EB North A	1520										
ML-EB St. Charles	ML-EB St. Cha	1521	768	30	36	30	99	30	0	0	0	0
	ML-EB St. Cha	1522	768	30	36	30	99	30	0	0	0	0
	ML-EB St. Cha	1523	768	30	36	30	99	30	0	0	0	0
	ML-EB St. Cha	1524	768	30	36	30	99	30	0	0	0	0
	ML-EB St. Cha	1525	768	30	36	30	99	30	0	0	0	0
	ML-EB St. Cha	2191										
ML-WB St. Charles	ML-WB St. Ch	1526	768	30	36	30	99	30	0	0	0	0
	ML-WB St. Ch	1527	768	30	36	30	99	30	0	0	0	0
	ML-WB St. Ch	1528	768	30	36	30	99	30	0	0	0	0
	ML-WB St. Ch	1529	768	30	36	30	99	30	0	0	0	0
	ML-WB St. Ch	1530	768	30	36	30	99	30	0	0	0	0
	ML-WB St. Ch	2190										
DS-Upspur	DS-Upspur-01	1531	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-02	1532	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-03	1533	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-04	1534	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-05	1535	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-06	1536										
DS-Upyard	DS-Upyard-01	1537	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-02	1538	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-03	1539	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-04	1540	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-05	1541	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-06	1542										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

ML-NB Manheim	ML-NB Manhe	1543	2270	40	107	40	294	40	0	0	0	0
	ML-NB Manhe	1544	2270	40	107	40	294	40	0	0	0	0
	ML-NB Manhe	1545	2270	40	107	40	294	40	0	0	0	0
	ML-NB Manhe	1546	2270	40	107	40	294	40	0	0	0	0
	ML-NB Manhe	1547	2270	40	107	40	294	40	0	0	0	0
	ML-NB Manhe	1548	2270	40	107	40	294	40	0	0	0	0
	ML-NB Manhe	1549										
ML-SB Manheim	ML-SB Manhe	1550	2270	40	107	40	294	40	0	0	0	0
	ML-SB Manhe	1551	2270	40	107	40	294	40	0	0	0	0
	ML-SB Manhe	1552	2270	40	107	40	294	40	0	0	0	0
	ML-SB Manhe	1553	2270	40	107	40	294	40	0	0	0	0
	ML-SB Manhe	1554	2270	40	107	40	294	40	0	0	0	0
	ML-SB Manhe	1555	2270	40	107	40	294	40	0	0	0	0
	ML-SB Manhe	1556										
ML-EB/WB Grand Ave	ML-EB/WB Gr	1557	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1558	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1559	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1560										
DS-UPline	DS-UPline-01	1561	0	0	0	0	0	0	0	0	0	0
	DS-UPline-02	1562										
ML-WB Irving Park	ML-WB Irving	1563	1895	40	89	40	245	40	0	0	0	0
	ML-WB Irving	1564	1895	40	89	40	245	40	0	0	0	0
	ML-WB Irving	1565	1895	40	89	40	245	40	0	0	0	0
	ML-WB Irving	1566	1895	40	89	40	245	40	0	0	0	0
	ML-WB Irving	1567	1895	40	89	40	245	40	0	0	0	0
	ML-WB Irving	1568										
ML-EB Irving Park	ML-EB Irving F	1569	1895	40	89	40	245	40	0	0	0	0
	ML-EB Irving F	1570	1895	40	89	40	245	40	0	0	0	0
	ML-EB Irving F	1571	1895	40	89	40	245	40	0	0	0	0
	ML-EB Irving F	1572	1895	40	89	40	245	40	0	0	0	0
	ML-EB Irving F	1573	1895	40	89	40	245	40	0	0	0	0
	ML-EB Irving F	1574										
ML-EB/WB Lawrence	ML-EB/WB La	1575	1780	35	84	35	230	35	0	0	0	0
	ML-EB/WB La	1576	1780	35	84	35	230	35	0	0	0	0
	ML-EB/WB La	1577	1780	35	84	35	230	35	0	0	0	0
	ML-EB/WB La	1578										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

DS-CNlineblock8	DS-CNlineBlo	1579	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1580										
ML-WB Balmoral	ML-WB Balmo	1581	724	40	34	40	94	40	0	0	0	0
	ML-WB Balmo	1582	724	40	34	40	94	40	0	0	0	0
	ML-WB Balmo	1583	724	40	34	40	94	40	0	0	0	0
	ML-WB Balmo	1584										
ML-EB Balmoral	ML-EB Balmo	1585	724	40	34	40	94	40	0	0	0	0
	ML-EB Balmo	1586	724	40	34	40	94	40	0	0	0	0
	ML-EB Balmo	1587	724	40	34	40	94	40	0	0	0	0
	ML-EB Balmo	1588										
TL-NB294 near Cermak	TL-NB294 nea	1590	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1591	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1592	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1593	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1594	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1595	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1596	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1597	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1598	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1599	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1600	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1601	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1602	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1603	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1604	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1605	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1606	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1607	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1608	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1609	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1610										
TL-SB294 near Cermak	TL-SB294 nea	1611	901	45	42	45	117	45	0	0	0	0
	TL-SB294 nea	1612	901	45	42	45	117	45	0	0	0	0
	TL-SB294 nea	1613	901	45	42	45	117	45	0	0	0	0
	TL-SB294 nea	1614	901	45	42	45	117	45	0	0	0	0
	TL-SB294 nea	1615	901	45	42	45	117	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	TL-SB294 near	1616	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1617	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1618	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1619	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1620	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1621	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1622	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1623	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1624	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1625	901	45	0	45	117	45	0	0	0	0
	TL-SB294 near	1626	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1627	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1628	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1629	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1630	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1631	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1632	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1633										
RP-NB294 to NB294/WB290a	RP-NB294 to	1634	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1635	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1636	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1637	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1638	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1639	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1640	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1641	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1642	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1643	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1644	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1645	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1646	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1647	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1648	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1649	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1650										
RP-NB294 to NB294/WB290b	RP-NB294 to	1652	1544	55	73	55	200	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-NB294 to	1653	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1654	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1655	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1656	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1657	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1658	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1659	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1660	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1661	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1662	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1663	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1664	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1665	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1666										
RP-NB294 to WB Roosevelt	RP-NB294 to	1667	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1668	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1669	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1670	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1671	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1672	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1673	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1674	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1675	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1676	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1677	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1678	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1679	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1680	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1681	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1682	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1683	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1684	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1685	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1686										
RP-NB294 to EB Roosevelt	RP-NB294 to	1687	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1688	201	25	9	25	26	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-NB294 to	1689	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1690	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1691	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1692	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1693	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1694	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1695										
RP-EB Roosevelt to SB294	RP-EB Roose	1696	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1697	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1698	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1699	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1700	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1701	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1702	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1703	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1704	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1705	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1706	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1707	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1708	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1709	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1710	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1711										
RP-WB Roosevelt to SB294	RP-WB Roose	1712	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1713	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1714	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1715	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1716	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1717	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1718	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1719	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1720	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1721	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1722	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1723	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1724	102	45	5	45	13	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB Roose	1725	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1726	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1727	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1728	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1729	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1730	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1731	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1732										
RP-EB Roosevelt to EB88	RP-EB Roose	1733	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1734	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1735	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1736	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1737	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1738	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1739	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1740	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1741	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1742	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1743	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1744	1199	45	56	45	155	45	0	0	0	0
	RP-EB Roose	1745										
RP-NB294 to EB88	RP-NB294 to	1746	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1747	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1748	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1749	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1750	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1751	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1752	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1753	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1754	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1755	1948	45	92	45	252	45	0	0	0	0
	RP-NB294 to	1756										
RP-EB88 to NB294/WB290	RP-EB88 to N	1757	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1758	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1759	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1760	2360	55	111	55	305	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-EB88 to N	1761	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1762	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1763	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1764	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1765	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1766	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1767	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1768	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1769	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1770	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1771	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1772	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1773	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1774	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1775	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1776	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1777	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1778	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1779	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1780	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1781	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1782	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1783										
RP-WB88 to SB294	RP-WB88 to S	1784	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1785	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1786	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1787	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1788	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1789	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1790	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1791	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1792	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1793										
RP-SB294 to WB88	RP-SB294 to W	1794	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to W	1795	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to W	1796	2057	45	97	45	266	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-SB294 to V	1797	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1798	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1799	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1800	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1801	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1802	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1803	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1804	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1805	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1806	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1807	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1808	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1809	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1810	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1811	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1812	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1813	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1814	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1815										
RP-WB88 to WB Roosevelt/SB294	RP-WB88 to V	1816	2244	45	106	45	290	45	0	0	0	0
	RP-WB88 to V	1817	2244	45	106	45	290	45	0	0	0	0
	RP-WB88 to V	1818	2244	45	106	45	290	45	0	0	0	0
	RP-WB88 to V	1819	2244	45	106	45	290	45	0	0	0	0
	RP-WB88 to V	1820	2244	45	106	45	290	45	0	0	0	0
	RP-WB88 to V	1821	2244	45	106	45	290	45	0	0	0	0
	RP-WB88 to V	1822	2244	45	106	45	290	45	0	0	0	0
	RP-WB88 to V	1823	2244	45	106	45	290	45	0	0	0	0
	RP-WB88 to V	1824										
RP-WB88 to WB Roosevelt	RP-WB88 to V	1825	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1826	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1827	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1828	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1829	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1830	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1831	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1832	1516	45	71	45	196	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB88 to V	1833	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1834	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1835	1516	45	71	45	196	45	0	0	0	0
	RP-WB88 to V	1836										
RP-EB290 to SB294	RP-EB290 to S	1837	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1838	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1839	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1840	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1841	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1842	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1843	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1844	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1845	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1846	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1847	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1848	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1849	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1850										
RP-SB294 to EB290	RP-SB294 to I	1851	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1852	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1853	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1854	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1855	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1856	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1857	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1858	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1859	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1860	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1861	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1862	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1863	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1864	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1865	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1866	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1867	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1868	343	25	16	25	44	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-SB294 to I	1869	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1870	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1871	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1872	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1873	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1874	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1875	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1876										
RP-NB294 to WB290	RP-NB294 to I	1877	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1878	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1879	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1880	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1881	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1882	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1883	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1884	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1885	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1886	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1887	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1888	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1889	2020	20	95	20	261	20	0	0	0	0
	RP-NB294 to I	1890										
RP-WB290 to NB294	RP-WB290 to I	1891	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1892	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1893	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1894	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1895	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1896	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1897	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1898	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1899	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1900	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1901	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1902	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1903	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1904	721	40	34	40	93	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB290 to	1905	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to	2196										
RP-NB294 to NB294	RP-NB294 to	1906	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1907	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1908	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1909	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1910	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1911	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1912	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1913	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1914	833	55	39	55	108	55	0	0	0	0
	RP-NB294 to	1915										
RP-WB Lake St to WB290	RP-WB Lake S	1916	3325	40	156	40	430	40	0	0	0	0
	RP-WB Lake S	1917	3325	40	156	40	430	40	0	0	0	0
	RP-WB Lake S	1918	3325	40	156	40	430	40	0	0	0	0
	RP-WB Lake S	1919										
RP-WB290 to WB North Ave	RP-WB290 to	1920	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1921	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1922	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1923	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1924	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1925	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1926	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1927	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1928	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1929	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1930	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1931	765	30	36	30	99	30	0	0	0	0
	RP-WB290 to	1932										
RP-WB290 to EB Lake St	RP-WB290 to	1945	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1946	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1947	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1948	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1949	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1950	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1951	1020	30	48	30	132	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB290 to	1952	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1953	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1954	1020	30	48	30	132	30	0	0	0	0
	RP-WB290 to	1955										
RP-WB North Ave to WB290	RP-WB North	1956	714	40	34	40	92	40	0	0	0	0
	RP-WB North	1957	714	40	34	40	92	40	0	0	0	0
	RP-WB North	1958										
RP-EB North Ave/Lake St to NB294	RP-EB North	1959	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1960	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1961	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1962	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1963	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1964	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1965	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1966	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1967	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1968	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1969	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1970	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1971										
RP-EB North Ave to EB290	RP-EB North	1972	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1973	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1974	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1975	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1976	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1977	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1978	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1979	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1980	510	45	24	45	66	45	0	0	0	0
	RP-EB North	1981										
RP-EB St. Charles to EB290	RP-EB St. Cha	1982	245	45	12	45	32	45	0	0	0	0
	RP-EB St. Cha	1983	245	45	12	45	32	45	0	0	0	0
	RP-EB St. Cha	1984	245	45	12	45	32	45	0	0	0	0
	RP-EB St. Cha	1985	245	45	12	45	32	45	0	0	0	0
	RP-EB St. Cha	1986	245	45	12	45	32	45	0	0	0	0
	RP-EB St. Cha	1987	245	45	12	45	32	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-EB St. Charles	1988	245	45	12	45	32	45	0	0	0	0
	RP-EB St. Charles	1989	245	45	12	45	32	45	0	0	0	0
	RP-EB St. Charles	1990										
RP-EB St. Charles to WB290	RP-EB St. Charles	1991	122	45	6	45	16	45	0	0	0	0
	RP-EB St. Charles	1992	122	45	6	45	16	45	0	0	0	0
	RP-EB St. Charles	1993	122	45	6	45	16	45	0	0	0	0
	RP-EB St. Charles	1994	122	45	6	45	16	45	0	0	0	0
	RP-EB St. Charles	1995	122	45	6	45	16	45	0	0	0	0
	RP-EB St. Charles	1996	122	45	6	45	16	45	0	0	0	0
	RP-EB St. Charles	1997	122	45	6	45	16	45	0	0	0	0
	RP-EB St. Charles	1998	122	45	6	45	16	45	0	0	0	0
	RP-EB St. Charles	1999										
RP-EB290 to EB St. Charles	RP-EB290 to I	2000	561	30	26	30	73	30	0	0	0	0
	RP-EB290 to I	2001	561	30	26	30	73	30	0	0	0	0
	RP-EB290 to I	2002	561	30	26	30	73	30	0	0	0	0
	RP-EB290 to I	2003	561	30	26	30	73	30	0	0	0	0
	RP-EB290 to I	2004	561	30	26	30	73	30	0	0	0	0
	RP-EB290 to I	2005	561	30	26	30	73	30	0	0	0	0
	RP-EB290 to I	2006	561	30	26	30	73	30	0	0	0	0
	RP-EB290 to I	2007	561	30	26	30	73	30	0	0	0	0
	RP-EB290 to I	2008										
RP-EB290 to WB St. Charles	RP-EB290 to V	2009	224	30	11	30	29	30	0	0	0	0
	RP-EB290 to V	2010	224	30	11	30	29	30	0	0	0	0
	RP-EB290 to V	2011	224	30	11	30	29	30	0	0	0	0
	RP-EB290 to V	2012	224	30	11	30	29	30	0	0	0	0
	RP-EB290 to V	2013	224	30	11	30	29	30	0	0	0	0
	RP-EB290 to V	2014	224	30	11	30	29	30	0	0	0	0
	RP-EB290 to V	2015	224	30	11	30	29	30	0	0	0	0
	RP-EB290 to V	2016	224	30	11	30	29	30	0	0	0	0
	RP-EB290 to V	2017										
RP-WB St. Charles to EB290	RP-WB St. Charles	2018	122	45	6	45	16	45	0	0	0	0
	RP-WB St. Charles	2019	122	45	6	45	16	45	0	0	0	0
	RP-WB St. Charles	2020	122	45	6	45	16	45	0	0	0	0
	RP-WB St. Charles	2021	122	45	6	45	16	45	0	0	0	0
	RP-WB St. Charles	2022	122	45	6	45	16	45	0	0	0	0
	RP-WB St. Charles	2023	122	45	6	45	16	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB St. Ch	2024	122	45	6	45	16	45	0	0	0	0
	RP-WB St. Ch	2025	122	45	6	45	16	45	0	0	0	0
	RP-WB St. Ch	2026										
RP-WB290 to EB St. Charles	RP-WB290 to	2027	112	30	5	30	15	30	0	0	0	0
	RP-WB290 to	2028	112	30	5	30	15	30	0	0	0	0
	RP-WB290 to	2029	112	30	5	30	15	30	0	0	0	0
	RP-WB290 to	2030	112	30	5	30	15	30	0	0	0	0
	RP-WB290 to	2031	112	30	5	30	15	30	0	0	0	0
	RP-WB290 to	2032	112	30	5	30	15	30	0	0	0	0
	RP-WB290 to	2033										
RP-WB290 to WB St. Charles	RP-WB290 to	2034	214	30	10	30	28	30	0	0	0	0
	RP-WB290 to	2035	214	30	10	30	28	30	0	0	0	0
	RP-WB290 to	2036	214	30	10	30	28	30	0	0	0	0
	RP-WB290 to	2037	214	30	10	30	28	30	0	0	0	0
	RP-WB290 to	2038	214	30	10	30	28	30	0	0	0	0
	RP-WB290 to	2039	214	30	10	30	28	30	0	0	0	0
	RP-WB290 to	2040	214	30	10	30	28	30	0	0	0	0
	RP-WB290 to	2041										
RP-WB St. Charles to WB290	RP-WB St. Ch	2042	541	45	25	45	70	45	0	0	0	0
	RP-WB St. Ch	2043	541	45	25	45	70	45	0	0	0	0
	RP-WB St. Ch	2044	541	45	25	45	70	45	0	0	0	0
	RP-WB St. Ch	2045	541	45	25	45	70	45	0	0	0	0
	RP-WB St. Ch	2046	541	45	25	45	70	45	0	0	0	0
	RP-WB St. Ch	2047	541	45	25	45	70	45	0	0	0	0
	RP-WB St. Ch	2048	541	45	25	45	70	45	0	0	0	0
	RP-WB St. Ch	2049										
OS-SB294	OS-SB294-10	2050	0	0	0	0	0	0	0	0	0	0
	OS-SB294-11	2051	0	0	0	0	0	0	0	0	0	0
	OS-SB294-12	2052	0	0	0	0	0	0	0	0	0	0
	OS-SB294-13	2053	0	0	0	0	0	0	0	0	0	0
	OS-SB294-14	2054	0	0	0	0	0	0	0	0	0	0
	OS-SB294-15	2055	0	0	0	0	0	0	0	0	0	0
	OS-SB294-16	2056	0	0	0	0	0	0	0	0	0	0
	OS-SB294-17	2057	0	0	0	0	0	0	0	0	0	0
	OS-SB294-18	2058	0	0	0	0	0	0	0	0	0	0
	OS-SB294-19	2059	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	OS-SB294-20	2060	0	0	0	0	0	0	0	0	0	0
	OS-SB294-21	2061	0	0	0	0	0	0	0	0	0	0
	OS-SB294-22	2062	0	0	0	0	0	0	0	0	0	0
	OS-SB294-23	2063	0	0	0	0	0	0	0	0	0	0
	OS-SB294-24	2064	0	0	0	0	0	0	0	0	0	0
	OS-SB294-25	2065	0	0	0	0	0	0	0	0	0	0
	OS-SB294-26	2066	0	0	0	0	0	0	0	0	0	0
	OS-SB294-27	2067	0	0	0	0	0	0	0	0	0	0
	OS-SB294-28	2068	0	0	0	0	0	0	0	0	0	0
	OS-SB294-29	2069	0	0	0	0	0	0	0	0	0	0
	OS-SB294-30	2070	0	0	0	0	0	0	0	0	0	0
	OS-SB294-31	2071										
OS-NB294	OS-NB294-01	2072	0	0	0	0	0	0	0	0	0	0
	OS-NB294-02	2073	0	0	0	0	0	0	0	0	0	0
	OS-NB294-03	2074	0	0	0	0	0	0	0	0	0	0
	OS-NB294-04	2075	0	0	0	0	0	0	0	0	0	0
	OS-NB294-05	2076	0	0	0	0	0	0	0	0	0	0
	OS-NB294-06	2077	0	0	0	0	0	0	0	0	0	0
	OS-NB294-07	2078	0	0	0	0	0	0	0	0	0	0
	OS-NB294-08	2079	0	0	0	0	0	0	0	0	0	0
	OS-NB294-09	2080	0	0	0	0	0	0	0	0	0	0
	OS-NB294-10	2081	0	0	0	0	0	0	0	0	0	0
	OS-NB294-11	2082	0	0	0	0	0	0	0	0	0	0
	OS-NB294-12	2083	0	0	0	0	0	0	0	0	0	0
	OS-NB294-13	2084	0	0	0	0	0	0	0	0	0	0
	OS-NB294-14	2085	0	0	0	0	0	0	0	0	0	0
	OS-NB294-15	2086	0	0	0	0	0	0	0	0	0	0
	OS-NB294-16	2087	0	0	0	0	0	0	0	0	0	0
	OS-NB294-17	2088	0	0	0	0	0	0	0	0	0	0
	OS-NB294-18	2089	0	0	0	0	0	0	0	0	0	0
	OS-NB294-19	2090	0	0	0	0	0	0	0	0	0	0
	OS-NB294-20	2091	0	0	0	0	0	0	0	0	0	0
	OS-NB294-21	2092	0	0	0	0	0	0	0	0	0	0
	OS-NB294-22	2093										
RP-SB294 to WB Irving Park	RP-SB294 to \	2094	765	30	36	30	99	30	0	0	0	0
	RP-SB294 to \	2095	765	30	36	30	99	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-SB294 to \	2096	765	30	36	30	99	30	0	0	0	0
	RP-SB294 to \	2097	765	30	36	30	99	30	0	0	0	0
	RP-SB294 to \	2098	765	30	36	30	99	30	0	0	0	0
	RP-SB294 to \	2099	442	30	21	30	57	30	0	0	0	0
	RP-SB294 to \	2100	442	30	21	30	57	30	0	0	0	0
	RP-SB294 to \	2101	442	30	21	30	57	30	0	0	0	0
	RP-SB294 to \	2102	442	30	21	30	57	30	0	0	0	0
	RP-SB294 to \	2103	442	30	21	30	57	30	0	0	0	0
	RP-SB294 to \	2104	442	30	21	30	57	30	0	0	0	0
	RP-SB294 to \	2105	442	30	21	30	57	30	0	0	0	0
	RP-SB294 to \	2106	442	30	21	30	57	30	0	0	0	0
	RP-SB294 to \	2107										
RP-SB294 to EB Irving Park	RP-SB294 to \	2108	323	45	15	45	42	45	0	0	0	0
	RP-SB294 to \	2109	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2110	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2111	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2112	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2113	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2114	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2115	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2116	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2117	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2118	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2119	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2120	0	0	0	0	0	0	0	0	0	0
	RP-SB294 to \	2121										
RP-EB Irving Park to NB294	RP-EB Irving f	2122	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2123	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2124	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2125	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2126	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2127	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2128	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2129	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2130	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving f	2131	486	45	23	45	63	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-EB Irving F	2132	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving F	2133	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving F	2134	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving F	2135	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving F	2136	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving F	2192	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving F	2193	486	45	23	45	63	45	0	0	0	0
	RP-EB Irving F	2194										
RP-WB Irving Park to NB294	RP-WB Irving	2138	870	45	41	45	113	45	0	0	0	0
	RP-WB Irving	2139	870	45	41	45	113	45	0	0	0	0
	RP-WB Irving	2140	870	45	41	45	113	45	0	0	0	0
	RP-WB Irving	2141	870	45	41	45	113	45	0	0	0	0
	RP-WB Irving	2142	870	45	41	45	113	45	0	0	0	0
	RP-WB Irving	2143	870	45	41	45	113	45	0	0	0	0
	RP-WB Irving	2144	870	45	41	45	113	45	0	0	0	0
	RP-WB Irving	2145										
ML-SB294-07x	ML-SB294-07	2146	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2147	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2148	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2149	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2150	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2151	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2152	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2153	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2154										
TL-SB294 near O'Hare	TL-SB294 nea	2155	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2156	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2157	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2158	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2159	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2160	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2161	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2162	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2163	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2164	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2195										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

RP-EB/WB Balmoral to SB294	RP-EB/WB Ba	2165	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2166	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2167	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2168	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2169	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2170	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2171	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2172	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2173	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2174	527	45	25	45	68	45	0	0	0	0
	RP-EB/WB Ba	2175										
RP-NB294 to EB/WB Balmoral	RP-NB294 to	2176	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2177	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2178	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2179	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2180	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2181	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2182	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2183	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2184	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2185	612	35	29	35	79	35	0	0	0	0
	RP-NB294 to	2186										
RP-EB190 to SB294	RP-EB190 to S	2207	1421	45	67	45	184	45	0	0	0	0
	RP-EB190 to S	2208	1421	45	67	45	184	45	0	0	0	0
	RP-EB190 to S	2209	1421	45	67	45	184	45	0	0	0	0
	RP-EB190 to S	2210										
RP-NB294 to WB190	RP-NB294 to W	2211	2649	45	125	45	343	45	0	0	0	0
	RP-NB294 to W	2212	2649	45	125	45	343	45	0	0	0	0
	RP-NB294 to W	2213	2649	45	125	45	343	45	0	0	0	0
	RP-NB294 to W	2214										
RP-SB294 to WB290	RP-SB294 to W	2215	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to W	2216	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to W	2217	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to W	2218	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to W	2219	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to W	2220	1248	25	59	25	161	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**Tri-State Tollway (4224)**

	RP-SB294 to \	2221	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2222	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2223	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2224	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2225	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2226										

INPUT: RECEIVERS

Tri-State Tollway (4224)

Hanson/Prairie Engineers															13 November 2017
Bryan Cross															TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT: Tri-State Tollway (4224)
 RUN: Existing Case (all traffic), Aug 19th run

Receiver	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
Name			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
RR-01	1	1	1,110,647.8	1,934,657.1	635.00	4.92	0.00	71	10.0	8.0	Y
RR-02	2	1	1,109,969.5	1,935,434.4	642.00	4.92	0.00	71	10.0	8.0	Y
RR-03	3	1	1,110,546.2	1,933,137.6	639.00	4.92	0.00	66	10.0	8.0	Y
RR-04	4	1	1,109,939.5	1,932,581.6	642.10	4.92	0.00	71	10.0	8.0	Y
RR-05	5	1	1,110,354.9	1,932,523.0	640.80	4.92	0.00	66	10.0	8.0	Y
RR-06	6	1	1,109,643.9	1,931,064.6	649.40	4.92	0.00	66	10.0	8.0	Y
RR-07	7	1	1,109,436.9	1,930,348.5	640.00	4.92	0.00	71	10.0	8.0	Y
RR-08	8	1	1,108,547.6	1,928,761.2	641.40	4.92	0.00	66	10.0	8.0	Y
RR-09	9	1	1,108,130.9	1,927,878.4	637.80	4.92	0.00	66	10.0	8.0	Y
RR-10	10	1	1,106,886.1	1,927,043.8	644.00	4.92	0.00	71	10.0	8.0	Y
RR-11	11	1	1,107,311.9	1,925,782.1	640.60	4.92	0.00	66	10.0	8.0	Y
RR-12	12	1	1,106,279.2	1,922,680.5	644.30	4.92	0.00	66	10.0	8.0	Y
RR-13	13	1	1,098,448.6	1,919,457.9	656.30	4.92	0.00	66	10.0	8.0	
RR-14	14	1	1,096,526.2	1,917,995.4	670.40	4.92	0.00	66	10.0	8.0	
RR-15	15	1	1,096,460.2	1,917,519.1	654.80	4.92	0.00	66	10.0	8.0	
RR-16	16	1	1,096,491.6	1,912,890.2	669.50	4.92	0.00	66	10.0	8.0	
RR-17	17	1	1,096,528.0	1,909,232.6	662.40	4.92	0.00	66	10.0	8.0	
RR-18	18	1	1,097,339.2	1,908,025.6	671.80	4.92	0.00	66	10.0	8.0	Y
RR-19	19	1	1,096,162.2	1,907,146.8	676.50	4.92	0.00	66	10.0	8.0	Y
RR-20	20	1	1,096,393.9	1,907,305.5	672.80	4.92	0.00	66	10.0	8.0	Y
RR-21	21	1	1,096,400.4	1,906,263.9	670.10	4.92	0.00	66	10.0	8.0	Y
RR-22	22	1	1,096,460.2	1,905,345.9	668.00	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS**Tri-State Tollway (4224)**

RR-23	23	1	1,097,190.8	1,904,981.2	672.40	4.92	0.00	66	10.0	8.0	Y
RR-24	24	1	1,097,459.0	1,902,541.2	675.20	4.92	0.00	66	10.0	8.0	Y
RR-25	25	1	1,096,396.0	1,901,519.2	688.50	4.92	0.00	66	10.0	8.0	Y
RR-26	26	1	1,097,162.6	1,900,921.9	691.20	4.92	0.00	66	10.0	8.0	Y
RR-27	27	1	1,097,370.5	1,900,132.4	694.30	4.92	0.00	66	10.0	8.0	Y
RR-28	28	1	1,096,487.2	1,899,323.2	691.80	4.92	0.00	66	10.0	8.0	Y
RR-29	29	1	1,097,304.5	1,899,230.2	685.90	4.92	0.00	66	10.0	8.0	Y
RR-30	30	1	1,097,084.0	1,897,215.8	694.50	4.92	0.00	66	10.0	8.0	Y
RR-31	31	1	1,097,748.1	1,897,318.6	684.80	4.92	0.00	66	10.0	8.0	Y
RR-32	32	1	1,096,628.2	1,894,737.2	696.10	4.92	0.00	66	10.0	8.0	Y
RR-33	33	1	1,098,694.6	1,895,719.1	697.10	4.92	0.00	66	10.0	8.0	Y
RR-34	34	1	1,097,149.2	1,893,912.6	686.10	4.92	0.00	66	10.0	8.0	Y
RR-35	35	1	1,097,818.2	1,893,318.8	682.10	4.92	0.00	66	10.0	8.0	Y
RR-36	36	1	1,097,882.8	1,892,613.1	683.90	4.92	0.00	71	10.0	8.0	Y
RR-37	37	1	1,098,145.8	1,892,535.0	680.70	4.92	0.00	66	10.0	8.0	Y
RR-38	38	1	1,096,687.4	1,891,678.2	684.30	4.92	0.00	66	10.0	8.0	Y
RR-39	39	1	1,097,321.2	1,891,419.8	681.50	4.92	0.00	66	10.0	8.0	Y
RR-40	40	1	1,096,566.8	1,891,097.9	689.90	4.92	0.00	66	10.0	8.0	Y
RR-41	41	1	1,096,799.4	1,890,537.6	685.30	4.92	0.00	66	10.0	8.0	Y
RR-42	42	1	1,096,736.9	1,889,605.2	688.00	4.92	0.00	71	10.0	8.0	Y

INPUT: BARRIERS

Tri-State Tollway (4224)

Hanson/Prairie Engineers	13 November 2017
Bryan Cross	TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: Tri-State Tollway (4224)
 RUN: Existing Case (all traffic), Aug 19th run

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	\$ per	\$ per	Top	Run:Rise	\$ per			X	Y	Z	at	Seg	Ht	Perturbs	On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
		ft	ft	Area	Vol.		ft:ft	Length			ft	ft	ft	ft	ment				tions?
				\$/sq ft	\$/cu yd			\$/ft											
Barrier1	W	0.00	99.99	0.00				0.00	NW-01-01	1	1,096,806.9	1,889,935.8	689.00	18.00	0.00	0	0		
									NW-01-02	2	1,096,816.6	1,890,028.8	689.00	18.00	0.00	0	0		
									NW-01-03	3	1,096,835.0	1,890,231.9	689.50	18.00	0.00	0	0		
									NW-01-04	4	1,096,843.8	1,890,320.8	689.30	18.00	0.00	0	0		
									NW-01-05	5	1,096,852.5	1,890,325.4	689.30	19.50	0.00	0	0		
									NW-01-06	6	1,096,853.4	1,890,430.8	689.30	19.50	0.00	0	0		
									NW-01-07	7	1,096,854.4	1,890,584.6	689.60	19.50	0.00	0	0		
									NW-01-08	8	1,096,852.2	1,890,674.8	691.10	15.20	0.00	0	0		
									NW-01-09	9	1,096,852.0	1,890,777.0	692.00	15.20	0.00	0	0		
									NW-01-10	10	1,096,851.9	1,890,924.4	693.00	15.20	0.00	0	0		
									NW-01-11	11	1,096,851.2	1,891,030.8	694.00	15.20	0.00	0	0		
									NW-01-12	12	1,096,857.5	1,891,097.6	694.20	15.20	0.00	0	0		
									NW-01-13	13	1,096,869.5	1,891,222.8	695.60	15.20	0.00	0	0		
									NW-01-14	14	1,096,889.8	1,891,362.5	697.00	15.20	0.00	0	0		
									NW-01-15	15	1,096,908.6	1,891,471.0	696.90	15.20	0.00	0	0		
									NW-01-16	16	1,096,933.4	1,891,622.9	697.30	15.20	0.00	0	0		
									NW-01-17	17	1,096,949.6	1,891,715.5	696.90	15.20	0.00	0	0		
									NW-01-18	18	1,096,973.8	1,891,862.0	698.00	15.20	0.00	0	0		
									NW-01-19	19	1,096,988.8	1,891,949.4	696.60	15.20	0.00	0	0		
									NW-01-20	20	1,097,001.0	1,892,036.9	696.50	15.20	0.00	0	0		
									NW-01-21	21	1,097,026.0	1,892,189.8	693.90	15.20	0.00	0	0		
									NW-01-22	22	1,097,032.2	1,892,219.0	693.90	15.20	0.00	0	0		
									NW-01-23	23	1,097,033.2	1,892,219.8	693.90	15.00	0.00	0	0		
									NW-01-24	24	1,097,018.2	1,892,312.9	686.40	15.00					
Barrier2	W	0.00	99.99	0.00				0.00	NW-02-01	25	1,097,173.4	1,892,574.0	700.00	17.40	0.00	0	0		
									NW-02-02	26	1,097,138.5	1,892,413.9	700.00	17.40	0.00	0	0		
									NW-02-03	241	1,097,123.8	1,892,351.1	701.60	17.40	0.00	0	0		
									NW-02-04	242	1,097,095.1	1,892,234.8	701.20	17.40					
Barrier3	W	0.00	99.99	0.00				0.00	NW-03-01	27	1,097,398.8	1,893,587.8	699.00	18.50	0.00	0	0		
									NW-03-02	28	1,097,511.4	1,894,151.0	702.80	18.50	0.00	0	0		
									NW-03-03	29	1,097,519.2	1,894,281.8	701.30	18.50					
Barrier4	W	0.00	99.99	0.00				0.00	NW-04-01	30	1,097,275.2	1,895,387.4	703.20	18.00	0.00	0	0		
									NW-04-02	31	1,097,307.9	1,895,450.8	710.90	18.00	0.00	0	0		
									NW-04-03	32	1,097,362.8	1,895,629.9	715.00	18.00	0.00	0	0		
									NW-04-04	33	1,097,381.2	1,895,797.1	716.00	18.00	0.00	0	0		

INPUT: BARRIERS

Tri-State Tollway (4224)

							NW-04-05	34	1,097,364.0	1,896,002.8	717.00	18.00	0.00	0	0	
							NW-04-06	35	1,097,337.5	1,896,167.9	716.00	18.00	0.00	0	0	
							NW-04-07	36	1,097,299.9	1,896,433.8	713.00	18.00	0.00	0	0	
							NW-04-08	37	1,097,254.1	1,896,733.5	712.00	18.00				
Barrier5	W	0.00	99.99	0.00		0.00	NW-05-01	38	1,097,256.4	1,896,736.8	712.00	16.30	0.00	0	0	Y
							NW-05-02	39	1,097,229.2	1,896,884.6	712.00	16.30				
Barrier6	W	0.00	99.99	0.00		0.00	NW-06-01	40	1,097,227.4	1,896,886.1	712.00	17.30	0.00	0	0	
							NW-06-02	41	1,097,162.8	1,897,245.2	715.60	17.30	0.00	0	0	
							NW-06-03	42	1,097,112.1	1,897,526.5	716.00	17.30	0.00	0	0	
							NW-06-04	238	1,097,110.1	1,897,553.5	706.20	17.30				
Barrier7	W	0.00	99.99	0.00		0.00	NW-07-01	43	1,097,117.4	1,897,553.0	716.00	11.30	0.00	0	0	Y
							NW-07-02	44	1,097,084.8	1,897,745.9	719.00	11.30				
Barrier8	W	0.00	99.99	0.00		0.00	NW-08-01	45	1,097,084.8	1,897,746.0	719.00	16.80	0.00	0	0	
							NW-08-02	46	1,097,029.2	1,897,953.5	720.50	16.80	0.00	0	0	
							NW-08-03	47	1,096,948.8	1,898,144.2	718.20	16.80	0.00	0	0	
							NW-08-04	48	1,096,798.9	1,898,359.1	712.50	16.80	0.00	0	0	
							NW-08-05	49	1,096,731.2	1,898,404.2	713.00	16.80				
Barrier41	W	0.00	99.99	0.00		0.00	NW-41-01	58	1,096,424.9	1,898,887.6	698.00	16.80	0.00	0	0	
							NW-41-02	59	1,096,441.8	1,898,810.2	702.40	16.80	0.00	0	0	
							NW-41-03	60	1,096,493.4	1,898,653.6	702.90	16.80	0.00	0	0	
							NW-41-04	61	1,096,625.8	1,898,519.6	705.50	16.80	0.00	0	0	
							NW-41-05	62	1,096,733.1	1,898,420.0	705.90	16.80				
Barrier40	W	0.00	99.99	0.00		0.00	NW-40-01	63	1,096,613.5	1,900,012.8	714.40	11.00	0.00	0	0	
							NW-40-02	64	1,096,609.8	1,899,628.0	714.50	13.00	0.00	0	0	
							NW-40-03	65	1,096,595.4	1,899,466.2	707.60	15.00	0.00	0	0	
							NW-40-04	66	1,096,586.2	1,899,360.0	705.90	16.80	0.00	0	0	
							NW-40-05	67	1,096,527.4	1,899,178.4	701.40	16.80	0.00	0	0	
							NW-40-06	68	1,096,457.2	1,898,991.0	701.90	16.80	0.00	0	0	
							NW-40-07	69	1,096,442.1	1,898,869.4	702.80	16.80				
Barrier39	W	0.00	99.99	0.00		0.00	NW-39-01	70	1,096,609.2	1,900,379.2	716.70	11.00	0.00	0	0	Y
							NW-39-02	71	1,096,613.5	1,900,012.8	714.40	11.00				
Barrier38	W	0.00	99.99	0.00		0.00	NW-38-01	72	1,096,136.8	1,902,484.8	680.50	10.00	0.00	0	0	
							NW-38-02	73	1,096,291.2	1,902,276.6	684.00	10.00	0.00	0	0	
							NW-38-03	74	1,096,441.4	1,902,111.0	684.60	10.00	0.00	0	0	
							NW-38-04	75	1,096,537.5	1,901,908.9	683.20	10.00	0.00	0	0	
							NW-38-05	76	1,096,537.8	1,901,673.9	684.00	10.00	0.00	0	0	
							NW-38-06	77	1,096,539.1	1,901,018.8	702.00	10.00	0.00	0	0	
							NW-38-07	78	1,096,586.2	1,900,953.9	706.30	10.00	0.00	0	0	
							NW-38-08	79	1,096,598.8	1,900,878.2	709.80	11.00	0.00	0	0	
							NW-38-09	80	1,096,599.1	1,900,753.1	713.00	11.00	0.00	0	0	
							NW-38-10	81	1,096,599.8	1,900,532.8	719.50	11.00	0.00	0	0	
							NW-38-11	82	1,096,599.5	1,900,435.8	717.00	11.00	0.00	0	0	
							NW-38-12	83	1,096,609.2	1,900,379.2	716.70	11.00				
Barrier37	W	0.00	99.99	0.00		0.00	NW-37-01	84	1,096,591.5	1,905,413.2	690.00	14.20	0.00	0	0	
							NW-37-02	85	1,096,591.6	1,905,259.2	688.00	14.20	0.00	0	0	
							NW-37-03	86	1,096,592.0	1,904,734.0	674.60	14.20	0.00	0	0	
							NW-37-04	87	1,096,592.2	1,904,288.0	673.70	14.20	0.00	0	0	
							NW-37-05	88	1,096,572.6	1,903,919.1	675.50	14.20				
Barrier36	W	0.00	99.99	0.00		0.00	NW-36-01	89	1,096,591.2	1,905,640.0	691.80	14.20	0.00	0	0	Y

INPUT: BARRIERS

Tri-State Tollway (4224)

									NW-36-02	90	1,096,591.5	1,905,413.2	692.00	14.20					
Barrier35	W	0.00	99.99	0.00			0.00	NW-35-01	91	1,096,591.1	1,905,960.2	698.60	14.20	0.00	0	0			
								NW-35-02	92	1,096,591.2	1,905,640.0	691.80	14.20						
Barrier34	W	0.00	99.99	0.00			0.00	NW-34-01	93	1,096,590.9	1,906,208.6	698.40	14.20	0.00	0	0	Y		
								NW-34-02	94	1,096,591.1	1,905,960.2	698.60	14.20						
Barrier9	W	0.00	99.99	0.00			0.00	NW-09-01	104	1,097,308.0	1,890,087.1	685.50	20.00	0.00	0	0			
								NW-09-02	105	1,097,239.5	1,891,773.1	686.20	20.00						
Barrier10	W	0.00	99.99	0.00			0.00	NW-10-01	106	1,097,192.6	1,891,702.5	696.40	10.30	0.00	0	0			
								NW-10-02	107	1,097,351.6	1,892,231.0	690.50	10.30						
Barrier12	W	0.00	99.99	0.00			0.00	NW-12-01	108	1,097,294.9	1,892,199.9	702.00	9.70	0.00	0	0			
								NW-12-02	109	1,097,327.9	1,892,349.8	702.00	9.70	0.00	0	0			
								NW-12-03	239	1,097,340.8	1,892,408.8	700.40	9.70	0.00	0	0			
								NW-12-04	240	1,097,380.2	1,892,590.8	700.00	9.70						
Barrier13	W	0.00	99.99	0.00			0.00	NW-13-01	110	1,097,559.2	1,896,625.8	710.00	14.70	0.00	0	0			
								NW-13-02	111	1,097,517.6	1,896,799.8	711.50	14.70						
Barrier14	W	0.00	99.99	0.00			0.00	NW-14-01	112	1,097,513.6	1,896,802.1	711.50	16.30	0.00	0	0	Y		
								NW-14-02	113	1,097,475.4	1,896,983.0	712.00	16.30						
Barrier15	W	0.00	99.99	0.00			0.00	NW-15-01	114	1,097,486.4	1,896,983.4	712.00	14.70	0.00	0	0			
								NW-15-02	115	1,097,372.4	1,897,484.1	716.00	14.70						
Barrier16	W	0.00	99.99	0.00			0.00	NW-16-01	116	1,097,369.1	1,897,484.6	716.00	11.00	0.00	0	0	Y		
								NW-16-02	117	1,097,328.6	1,897,676.1	719.00	11.00						
Barrier17	W	0.00	99.99	0.00			0.00	NW-17-01	118	1,097,307.5	1,899,037.2	715.00	7.00	0.00	0	0			
								NW-17-02	119	1,097,192.1	1,899,216.4	718.20	7.00	0.00	0	0			
								NW-17-03	120	1,097,133.4	1,899,437.2	717.80	7.00	0.00	0	0			
								NW-17-04	121	1,097,108.4	1,899,558.8	721.00	13.00	0.00	0	0			
								NW-17-05	122	1,097,090.9	1,899,742.1	720.90	13.00	0.00	0	0			
								NW-17-06	123	1,097,082.0	1,899,844.0	720.80	13.00	0.00	0	0			
								NW-17-07	124	1,097,076.9	1,899,938.1	720.80	13.00						
Barrier18	W	0.00	99.99	0.00			0.00	NW-18-01	125	1,097,069.8	1,899,947.8	720.00	10.30	0.00	0	0	Y		
								NW-18-02	126	1,097,068.2	1,900,351.9	720.00	10.30						
Barrier19	W	0.00	99.99	0.00			0.00	NW-19-01	127	1,097,075.9	1,900,353.8	720.00	18.70	0.00	0	0			
								NW-19-02	128	1,097,084.6	1,900,536.4	717.60	18.70	0.00	0	0			
								NW-19-03	129	1,097,095.4	1,900,755.1	713.30	18.70	0.00	0	0			
								NW-19-04	130	1,097,110.2	1,900,875.8	710.20	18.70	0.00	0	0			
								NW-19-05	131	1,097,128.4	1,900,995.6	707.60	18.70	0.00	0	0			
								NW-19-06	132	1,097,154.5	1,901,141.4	704.40	18.70	0.00	0	0			
								NW-19-07	133	1,097,217.8	1,901,477.4	697.80	18.70	0.00	0	0			
								NW-19-08	134	1,097,279.1	1,901,765.9	690.30	18.70	0.00	0	0			
								NW-19-09	135	1,097,312.6	1,901,935.8	687.70	18.70	0.00	0	0			
								NW-19-10	136	1,097,322.1	1,901,984.2	686.00	18.70						
Barrier20	W	0.00	99.99	0.00			0.00	NW-20-01	137	1,097,320.8	1,901,985.2	686.00	19.30	0.00	0	0			
								NW-20-02	138	1,097,342.8	1,902,092.0	684.30	19.30	0.00	0	0			
								NW-20-03	139	1,097,370.1	1,902,251.2	681.90	19.30	0.00	0	0			
								NW-20-04	140	1,097,398.2	1,902,413.8	678.00	19.30	0.00	0	0			
								NW-20-05	141	1,097,424.1	1,902,582.0	678.40	19.30						
Barrier21	W	0.00	99.99	0.00			0.00	NW-21-01	143	1,097,440.9	1,902,737.0	673.80	18.70	0.00	0	0			
								NW-21-02	144	1,097,452.2	1,902,869.0	670.90	18.70	0.00	0	0			
								NW-21-03	145	1,097,458.5	1,903,015.6	667.70	18.70	0.00	0	0			
								NW-21-04	146	1,097,460.8	1,903,017.6	667.70	18.30	0.00	0	0			

INPUT: BARRIERS

Tri-State Tollway (4224)

									NW-21-05	147	1,097,460.5	1,903,150.2	670.30	18.30	0.00	0	0		
									NW-21-06	148	1,097,460.4	1,903,262.8	670.60	18.30	0.00	0	0		
									NW-21-07	149	1,097,454.8	1,903,362.2	672.10	18.30	0.00	0	0		
									NW-21-08	150	1,097,446.0	1,903,480.5	674.00	18.30	0.00	0	0		
									NW-21-09	151	1,097,435.6	1,903,573.2	674.60	18.30	0.00	0	0		
									NW-21-10	152	1,097,420.0	1,903,694.0	676.50	18.30	0.00	0	0		
									NW-21-11	153	1,097,394.0	1,903,833.6	677.40	18.30	0.00	0	0		
									NW-21-12	154	1,097,368.1	1,903,956.5	678.20	18.30	0.00	0	0		
									NW-21-13	155	1,097,328.6	1,904,120.1	681.40	18.30	0.00	0	0		
									NW-21-14	156	1,097,317.6	1,904,164.8	680.10	18.30	0.00	0	0		
									NW-21-15	157	1,097,292.1	1,904,357.5	678.90	18.30					
Barrier22	W	0.00	99.99	0.00			0.00		NW-22-01	158	1,097,282.9	1,904,335.5	679.50	15.50	0.00	0	0		
									NW-22-02	159	1,097,275.2	1,904,362.8	685.40	15.50	0.00	0	0		
									NW-22-03	160	1,097,244.0	1,904,488.8	687.80	15.50	0.00	0	0		
									NW-22-04	161	1,097,208.8	1,904,626.2	688.90	15.50	0.00	0	0		
									NW-22-05	162	1,097,186.8	1,904,708.6	691.70	15.50	0.00	0	0		
									NW-22-06	163	1,097,134.8	1,904,942.0	693.90	15.50	0.00	0	0		
									NW-22-07	164	1,097,078.4	1,905,185.8	697.00	15.50					
Barrier23	W	0.00	99.99	0.00			0.00		NW-23-01	165	1,106,038.4	1,922,662.6	681.40	11.00	0.00	0	0	Y	
									NW-23-02	166	1,106,111.5	1,922,787.5	679.00	11.00	0.00	0	0	Y	
									NW-23-03	167	1,106,201.2	1,922,940.8	676.60	11.00	0.00	0	0	Y	
									NW-23-04	168	1,106,255.9	1,923,051.4	673.00	11.00	0.00	0	0	Y	
									NW-23-05	169	1,106,293.0	1,923,134.0	672.00	11.00					
Barrier24	W	0.00	99.99	0.00			0.00		NW-24-01	170	1,106,300.8	1,923,138.0	672.00	14.00	0.00	0	0		
									NW-24-02	171	1,106,329.2	1,923,203.5	671.70	14.00	0.00	0	0		
									NW-24-03	172	1,106,411.9	1,923,405.6	667.60	14.00	0.00	0	0		
									NW-24-04	173	1,106,431.5	1,923,453.5	666.50	14.00					
Barrier25	W	0.00	99.99	0.00			0.00		NW-25-01	174	1,107,107.5	1,925,421.8	643.80	18.70	0.00	0	0		
									NW-25-02	175	1,107,108.5	1,925,576.2	641.00	18.70	0.00	0	0		
									NW-25-03	176	1,107,148.0	1,925,731.5	641.60	18.70	0.00	0	0		
									NW-25-04	177	1,107,178.1	1,925,853.8	642.10	18.70	0.00	0	0		
									NW-25-05	178	1,107,286.0	1,926,215.6	644.80	18.70	0.00	0	0		
									NW-25-06	179	1,107,344.1	1,926,385.0	649.00	18.70	0.00	0	0		
									NW-25-07	180	1,107,383.2	1,926,483.2	650.80	18.70	0.00	0	0		
									NW-25-08	181	1,107,427.5	1,926,593.1	651.80	18.70	0.00	0	0		
									NW-25-09	182	1,107,430.4	1,926,611.0	651.90	18.70	0.00	0	0		
									NW-25-10	183	1,107,439.8	1,926,612.1	651.90	18.70	0.00	0	0		
									NW-25-11	184	1,107,453.9	1,926,646.2	652.00	18.70	0.00	0	0		
									NW-25-12	185	1,107,446.6	1,926,650.9	652.00	18.70	0.00	0	0		
									NW-25-13	186	1,107,485.0	1,926,729.8	654.50	18.70					
Barrier27	W	0.00	99.99	0.00			0.00		NW-27-01	187	1,107,969.0	1,927,180.8	640.00	12.00	0.00	0	0		
									NW-27-02	188	1,107,913.5	1,927,298.6	645.70	14.00	0.00	0	0		
									NW-27-03	189	1,107,900.9	1,927,434.6	647.60	16.00	0.00	0	0		
									NW-27-04	190	1,107,897.4	1,927,479.2	648.90	21.00	0.00	0	0		
									NW-27-05	191	1,107,922.6	1,927,549.1	651.10	21.00	0.00	0	0		
									NW-27-06	192	1,107,964.6	1,927,641.9	648.60	21.00	0.00	0	0		
									NW-27-07	193	1,108,060.8	1,927,859.2	646.00	16.00	0.00	0	0		
									NW-27-08	194	1,108,126.2	1,928,002.4	646.00	16.00	0.00	0	0		
									NW-27-09	195	1,108,188.8	1,928,136.8	644.00	16.00	0.00	0	0		

INPUT: BARRIERS

Tri-State Tollway (4224)

									NW-27-10	196	1,108,331.0	1,928,447.6	642.90	16.00	0.00	0	0		
									NW-27-11	197	1,108,348.8	1,928,488.4	643.00	16.00	0.00	0	0		
									NW-27-12	198	1,108,356.2	1,928,475.2	643.00	16.00	0.00	0	0		
									NW-27-13	199	1,108,460.9	1,928,733.6	643.40	16.00	0.00	0	0		
									NW-27-14	200	1,108,566.2	1,928,962.5	645.30	16.00	0.00	0	0		
									NW-27-15	201	1,108,642.8	1,929,115.9	646.40	16.00	0.00	0	0		
									NW-27-16	202	1,108,784.2	1,929,410.4	648.90	16.00	0.00	0	0		
									NW-27-17	203	1,108,827.0	1,929,497.9	649.60	16.00	0.00	0	0		
									NW-27-18	204	1,108,934.5	1,929,718.8	651.00	16.00	0.00	0	0		
									NW-27-19	205	1,109,002.2	1,929,858.2	652.70	16.00	0.00	0	0		
									NW-27-20	206	1,109,012.8	1,929,878.8	653.20	16.00	0.00	0	0		
									NW-27-21	207	1,109,014.8	1,929,880.2	653.20	15.00	0.00	0	0		
									NW-27-22	208	1,109,023.9	1,929,900.1	651.50	15.00	0.00	0	0		
									NW-27-23	209	1,109,025.0	1,929,902.2	650.00	16.00	0.00	0	0		
									NW-27-24	210	1,109,057.1	1,929,968.0	654.20	16.00	0.00	0	0		
									NW-27-25	211	1,109,172.4	1,930,218.0	659.00	16.00	0.00	0	0		
									NW-27-26	212	1,109,240.1	1,930,361.2	660.00	16.00					
Barrier28	W	0.00	99.99	0.00			0.00		NW-28-01	213	1,109,241.6	1,930,373.1	660.00	11.80	0.00	0	0	Y	
									NW-28-02	214	1,109,279.2	1,930,443.6	660.00	11.80					
Barrier29	W	0.00	99.99	0.00			0.00		NW-29-01	215	1,109,283.9	1,930,441.4	660.00	13.00	0.00	0	0		
									NW-29-02	216	1,109,368.8	1,930,620.1	660.90	13.00	0.00	0	0		
									NW-29-03	217	1,109,434.5	1,930,754.8	661.00	13.00	0.00	0	0		
									NW-29-04	218	1,109,530.8	1,930,956.2	664.40	13.00	0.00	0	0		
									NW-29-05	219	1,109,613.4	1,931,135.4	664.40	13.00	0.00	0	0		
									NW-29-06	220	1,109,732.5	1,931,379.8	666.50	13.00	0.00	0	0		
									NW-29-07	221	1,109,762.2	1,931,442.2	660.10	13.00					
Barrier30	W	0.00	99.99	0.00			0.00		NW-30-01	222	1,109,761.2	1,931,454.6	670.00	10.00	0.00	0	0	Y	
									NW-30-02	223	1,109,970.8	1,931,892.8	668.00	10.00					
Barrier31	W	0.00	99.99	0.00			0.00		NW-31-01	224	1,109,978.0	1,931,887.8	668.00	11.00	0.00	0	0		
									NW-31-02	225	1,110,127.6	1,932,195.6	663.90	11.00	0.00	0	0		
									NW-31-03	226	1,110,129.4	1,932,196.9	663.90	10.50	0.00	0	0		
									NW-31-04	227	1,110,142.2	1,932,230.1	662.00	10.50	0.00	0	0		
									NW-31-05	228	1,110,144.5	1,932,233.4	662.00	16.00	0.00	0	0		
									NW-31-06	229	1,110,225.0	1,932,391.6	659.20	16.00	0.00	0	0		
									NW-31-07	230	1,110,281.0	1,932,511.8	657.20	16.00	0.00	0	0		
									NW-31-08	231	1,110,350.8	1,932,666.6	656.40	16.00	0.00	0	0		
									NW-31-09	232	1,110,394.8	1,932,777.4	653.40	16.00	0.00	0	0		
									NW-31-10	233	1,110,391.4	1,932,748.8	653.40	16.00	0.00	0	0		
									NW-31-11	234	1,110,419.2	1,932,835.4	652.70	16.00	0.00	0	0		
									NW-31-12	235	1,110,464.9	1,932,968.0	650.40	16.00	0.00	0	0		
									NW-31-13	236	1,110,502.8	1,933,097.2	647.50	16.00	0.00	0	0		
									NW-31-14	237	1,110,550.4	1,933,273.8	643.00	14.00					
Barrier42	W	0.00	99.99	0.00			0.00		NW-42-01	243	1,098,330.8	1,895,361.2	696.00	12.00	0.00	0	0		
									NW-42-02	244	1,098,630.5	1,895,702.4	698.00	12.00	0.00	0	0		
									NW-42-03	245	1,098,809.9	1,895,906.4	695.00	12.00	0.00	0	0		
									NW-42-04	246	1,099,040.8	1,896,106.1	686.00	12.00	0.00	0	0		
									NW-42-05	247	1,099,629.4	1,896,432.5	679.00	12.00	0.00	0	0		
									NW-42-06	248	1,099,792.6	1,896,456.8	684.00	12.00					
Barrier33	W	0.00	99.99	0.00			0.00		NW-33-01	249	1,096,146.1	1,907,938.6	669.30	10.00	0.00	0	0		

INPUT: BARRIERS

Tri-State Tollway (4224)

									NW-33-02	250	1,096,176.1	1,907,903.1	669.90	10.00	0.00	0	0		
									NW-33-03	251	1,096,257.2	1,907,787.5	672.10	10.00	0.00	0	0		
									NW-33-04	252	1,096,299.2	1,907,724.6	671.20	10.00	0.00	0	0		
									NW-33-05	253	1,096,327.6	1,907,678.2	671.40	10.00	0.00	0	0		
									NW-33-06	254	1,096,353.5	1,907,629.9	671.30	10.00	0.00	0	0		
									NW-33-07	255	1,096,379.5	1,907,566.8	670.40	12.00	0.00	0	0		
									NW-33-08	256	1,096,417.8	1,907,526.0	670.80	12.00	0.00	0	0		
									NW-33-09	257	1,096,455.2	1,907,445.6	670.90	15.00	0.00	0	0		
									NW-33-10	258	1,096,509.8	1,907,254.8	671.60	15.00	0.00	0	0		
									NW-33-11	259	1,096,552.2	1,907,100.0	676.10	15.00	0.00	0	0		
									NW-33-12	260	1,096,564.5	1,906,988.4	681.10	14.20	0.00	0	0		
									NW-33-13	261	1,096,573.1	1,906,862.4	685.00	14.20	0.00	0	0		
									NW-33-14	262	1,096,590.9	1,906,208.6	698.40	14.20					

INPUT: TERRAIN LINES

Tri-State Tollway (4224)

Hanson/Prairie Engineers			13 November 2017	
Bryan Cross			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:		Tri-State Tollway (4224)		
RUN:		Existing Case (all traffic), Aug 19th run		
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line11t	1	1,097,196.9	1,891,705.0	699.40
	2	1,097,444.2	1,892,532.2	688.30
Terrain Line11b	3	1,097,197.9	1,891,705.0	681.40
	4	1,097,445.2	1,892,532.2	670.30
Terrain LineA	31	1,097,426.0	1,902,580.0	678.00
	32	1,097,426.0	1,902,599.0	688.00
	33	1,098,002.0	1,902,599.0	677.00
Terrain LineB	34	1,097,442.0	1,902,738.0	674.00
	35	1,097,442.0	1,902,723.0	687.00
	36	1,098,007.0	1,902,700.0	676.00

RESULTS: SOUND LEVELS

Tri-State Tollway (4224)

Hanson/Prairie Engineers										13 November 2017			
Bryan Cross										TNM 2.5			
										Calculated with TNM 2.5			
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:	Tri-State Tollway (4224)												
RUN:	Existing Case (all traffic), Aug 19th run												
BARRIER DESIGN:	INPUT HEIGHTS												
ATMOSPHERICS:	68 deg F, 50% RH												
	Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.												

Receiver													
Name	No.	#DUs	Existing	No Barrier				With Barrier					
			L _{Aeq} 1h	L _{Aeq} 1h	Crit'n	Increase over existing		Type	Calculated	Noise Reduction		Calculated minus Goal	
			Calculated	Crit'n		Calculated	Crit'n	Impact	L _{Aeq} 1h	Calculated	Goal		
			dBA	dBA	dBA					dBA			dBA
RR-01	1	1	0.0	73.7	71	73.7	10	Snd Lvl	73.7	0.0	8	-8.0	
RR-02	2	1	0.0	70.1	71	70.1	10	----	70.1	0.0	8	-8.0	
RR-03	3	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0	
RR-04	4	1	0.0	71.9	71	71.9	10	Snd Lvl	71.9	0.0	8	-8.0	
RR-05	5	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0	
RR-06	6	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0	
RR-07	7	1	0.0	70.8	71	70.8	10	----	70.8	0.0	8	-8.0	
RR-08	8	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0	
RR-09	9	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0	
RR-10	10	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0	
RR-11	11	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0	
RR-12	12	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0	
RR-13	13	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-14	14	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-15	15	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-16	16	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-17	17	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-18	18	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0	
RR-19	19	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0	
RR-20	20	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0	
RR-21	21	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0	
RR-22	22	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0	
RR-23	23	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0	
RR-24	24	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0	

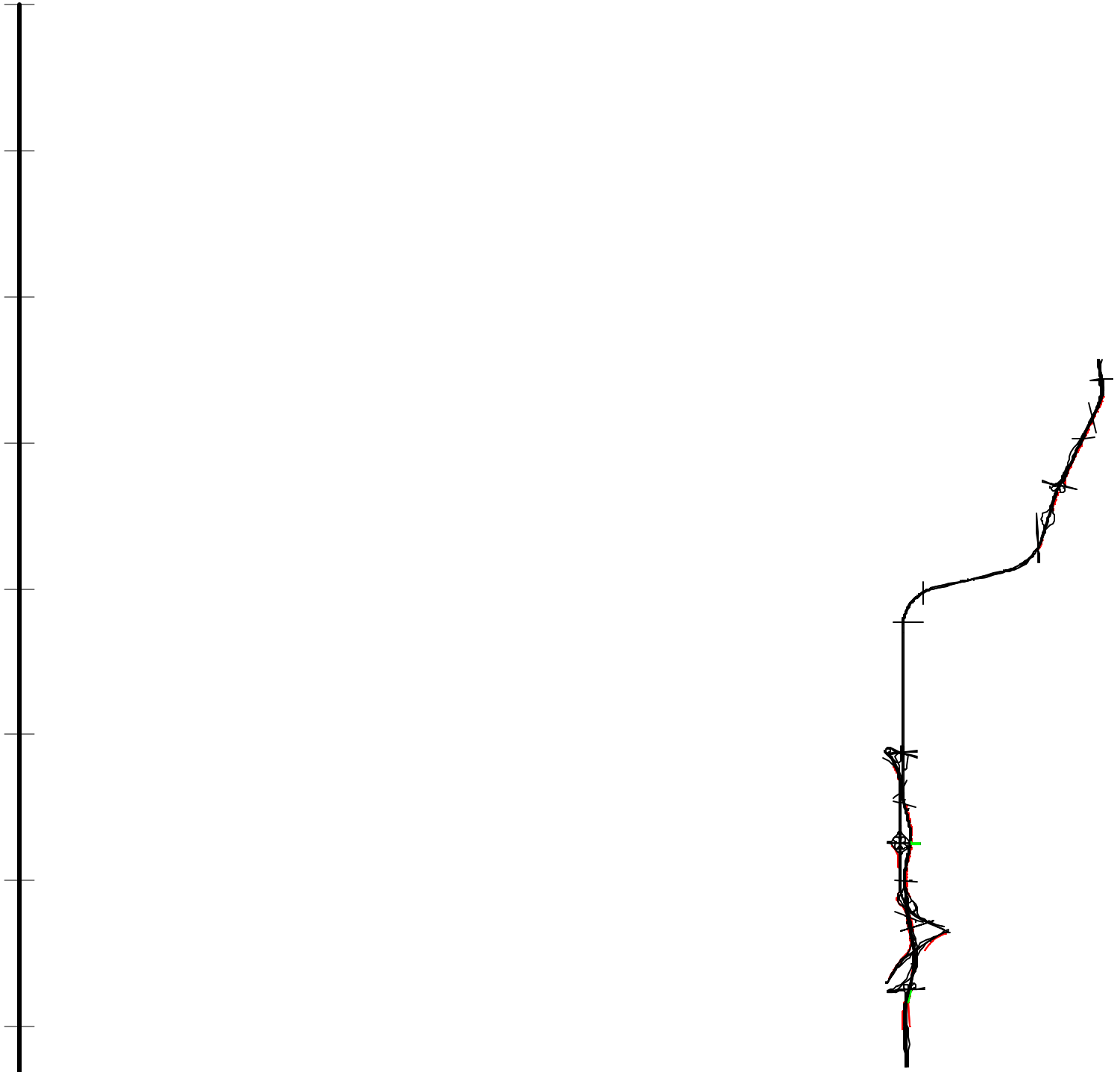
RESULTS: SOUND LEVELS

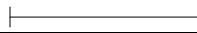







Tri-State Tollway (4224)

RR-25	25	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
RR-26	26	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
RR-27	27	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
RR-28	28	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
RR-29	29	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
RR-30	30	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
RR-31	31	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
RR-32	32	1	0.0	75.5	66	75.5	10	Snd Lvl	75.5	0.0	8	-8.0
RR-33	33	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
RR-34	34	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
RR-35	35	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
RR-36	36	1	0.0	73.3	71	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
RR-37	37	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
RR-38	38	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
RR-39	39	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
RR-40	40	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
RR-41	41	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
RR-42	42	1	0.0	70.9	71	70.9	10	----	70.9	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		42	0.0	0.0	0.0							
All Impacted		15	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

TNM Data

No Build Scenario



No Build Case, Aug19th/Nov13 final		Sheet 1 of 1	13 Nov 2017
Plan View		Hanson/Prairie Engineers	
Run name: NoBldcaseNov13		Project/Contract No. Tri-State Tollway (4224)	
Scale: 		TNM Version 2.5, Feb 2004	
		Analysis By: Bryan Cross	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

40000 1050000 1060000 1070000 1080000 1090000 1100000 1110000

INPUT: ROADWAYS

Tri-State Tollway (4224)

Hanson/Prairie Engineers																				13 November 2017
Bryan Cross																				TNM 2.5
INPUT: ROADWAYS																				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA
PROJECT/CONTRACT:	Tri-State Tollway (4224)																			
RUN:	No Build Case, Aug19th/Nov13 final																			

Roadway Name	Width	Points Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
ML-NB294-IL-01	24.0	ML-NB294	1	1,097,138.8	1,887,404.1	672.40				Average	
		ML-NB294	2	1,097,127.1	1,887,731.9	674.00				Average	
		ML-NB294	3	1,097,116.6	1,887,973.5	675.90				Average	
		ML-NB294	4	1,097,112.1	1,888,145.8	677.00				Average	
		ML-NB294	5	1,097,109.4	1,888,290.2	678.10				Average	
		ML-NB294	6	1,097,107.8	1,888,624.6	682.00				Average	
		ML-NB294	7	1,097,107.8	1,888,839.6	684.60				Average	
		ML-NB294	8	1,097,107.1	1,889,183.5	689.30				Average	
		ML-NB294	9	1,097,103.2	1,889,372.4	691.80				Average	
		ML-NB294	10	1,097,097.8	1,889,517.4	692.00				Average	
		ML-NB294	11	1,097,089.9	1,889,712.4	691.90				Average	
		ML-NB294	12	1,097,079.9	1,889,866.2	691.10				Average	
		ML-NB294	13	1,097,065.5	1,890,034.1	691.00				Average	
		ML-NB294	14	1,097,047.8	1,890,235.2	690.00				Average	
		ML-NB294	15	1,097,031.0	1,890,433.0	689.70				Average	
		ML-NB294	16	1,097,017.8	1,890,586.2	689.00				Average	
		ML-NB294	17	1,097,008.8	1,890,677.4	688.90				Average	
		ML-NB294	18	1,097,002.8	1,890,779.6	688.60				Average	
		ML-NB294	19	1,096,997.1	1,890,929.6	689.90				Average	
		ML-NB294	20	1,096,998.8	1,891,028.5	690.20				Average	
		ML-NB294	21	1,097,002.1	1,891,101.2	691.10				Average	
		ML-NB294	22	1,097,012.8	1,891,225.2	692.90				Average	
		ML-NB294	23	1,097,029.9	1,891,369.6	694.00				Average	
		ML-NB294	24	1,097,049.9	1,891,474.1	695.10				Average	
		ML-NB294	25	1,097,079.9	1,891,617.4	697.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	26	1,097,102.8	1,891,715.8	698.00					
ML-NB294-IL-02	24.0	ML-NB294	27	1,097,102.8	1,891,715.8	698.00				Average	
		ML-NB294	28	1,097,135.0	1,891,862.8	699.70				Average	
		ML-NB294	29	1,097,153.4	1,891,940.1	700.20				Average	
		ML-NB294	30	1,097,174.1	1,892,034.5	701.20				Average	
		ML-NB294	31	1,097,208.4	1,892,188.9	702.20				Average	
		ML-NB294	32	1,097,245.1	1,892,351.0	704.30				Average	
		ML-NB294	33	1,097,259.8	1,892,411.8	703.70				Average	
		ML-NB294	34	1,097,309.2	1,892,631.0	700.00				Average	Y
		ML-NB294	35	1,097,328.5	1,892,715.0	700.00				Average	
		ML-NB294	36	1,097,388.2	1,892,983.1	698.90				Average	
		ML-NB294	37	1,097,501.4	1,893,483.8	699.00				Average	Y
		ML-NB294	38	1,097,554.6	1,893,715.6	699.20				Average	
		ML-NB294	39	1,097,603.0	1,893,927.4	702.50				Average	
		ML-NB294	40	1,097,649.5	1,894,147.5	707.10				Average	
		ML-NB294	41	1,097,680.1	1,894,322.5	710.80				Average	
		ML-NB294	42	1,097,688.4	1,894,396.1	711.80				Average	
		ML-NB294	43	1,097,698.8	1,894,543.2	714.50				Average	
		ML-NB294	44	1,097,702.2	1,894,669.8	716.70				Average	
		ML-NB294	45	1,097,702.2	1,894,796.8	719.50				Average	
		ML-NB294	46	1,097,697.4	1,894,880.1	720.30				Average	
		ML-NB294	47	1,097,682.2	1,895,049.0	720.00				Average	Y
		ML-NB294	48	1,097,670.4	1,895,139.9	720.00				Average	Y
		ML-NB294	49	1,097,651.6	1,895,272.5	720.00				Average	Y
		ML-NB294	50	1,097,630.8	1,895,399.6	721.00				Average	Y
		ML-NB294	51	1,097,608.6	1,895,536.5	721.00				Average	
		ML-NB294	52	1,097,600.2	1,895,577.4	720.00				Average	
		ML-NB294	53	1,097,547.1	1,895,819.4	721.80				Average	
		ML-NB294	54	1,097,512.4	1,896,006.9	718.70				Average	
		ML-NB294	55	1,097,485.5	1,896,170.1	716.20				Average	
		ML-NB294	56	1,097,434.5	1,896,444.5	714.00				Average	
		ML-NB294	57	1,097,384.2	1,896,729.2	712.10				Average	
		ML-NB294	58	1,097,369.4	1,896,809.9	712.00				Average	Y
		ML-NB294	59	1,097,352.1	1,896,891.5	712.00				Average	
		ML-NB294	60	1,097,288.8	1,897,247.4	715.30				Average	
		ML-NB294	61	1,097,233.4	1,897,532.4	716.00				Average	Y
		ML-NB294	62	1,097,204.5	1,897,700.9	719.00				Average	
		ML-NB294	63	1,097,178.5	1,897,875.9	720.20				Average	
		ML-NB294	64	1,097,161.1	1,898,002.8	719.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	65	1,097,150.8	1,898,082.5	722.00				Average	Y
		ML-NB294	66	1,097,104.8	1,898,574.8	722.00					
ML-NB294-IL-03	24.0	ML-NB294	67	1,097,104.8	1,898,574.8	722.00				Average	
		ML-NB294	68	1,097,066.8	1,898,974.5	723.20				Average	
		ML-NB294	69	1,097,047.6	1,899,197.5	722.00				Average	
		ML-NB294	70	1,097,020.8	1,899,482.2	722.00				Average	
		ML-NB294	71	1,096,998.1	1,899,741.8	722.00				Average	
		ML-NB294	72	1,096,994.6	1,899,844.2	722.40				Average	
		ML-NB294	73	1,096,991.1	1,899,964.0	720.00				Average	Y
		ML-NB294	74	1,096,995.5	1,900,357.2	720.00				Average	
		ML-NB294	75	1,097,008.5	1,900,537.0	718.00				Average	
		ML-NB294	76	1,097,029.2	1,900,755.8	713.80				Average	
		ML-NB294	77	1,097,044.1	1,900,876.4	711.00				Average	
		ML-NB294	78	1,097,062.2	1,900,996.2	708.50				Average	
		ML-NB294	79	1,097,088.4	1,901,142.0	705.10				Average	
		ML-NB294	80	1,097,151.8	1,901,477.9	698.00					
ML-NB294-IL-04	24.0	ML-NB294	81	1,097,151.8	1,901,477.9	698.00				Average	
		ML-NB294	82	1,097,213.0	1,901,766.5	692.00				Average	
		ML-NB294	83	1,097,249.5	1,901,936.2	688.00				Average	
		ML-NB294	84	1,097,280.8	1,902,092.5	684.40				Average	
		ML-NB294	85	1,097,313.0	1,902,251.9	681.50				Average	
		ML-NB294	86	1,097,342.2	1,902,414.4	677.60				Average	
		ML-NB294	87	1,097,360.9	1,902,551.9	675.10				Average	
		ML-NB294	88	1,097,367.2	1,902,604.0	674.10				Average	
		ML-NB294	89	1,097,384.9	1,902,747.8	672.70				Average	
		ML-NB294	90	1,097,392.2	1,902,869.6	671.00				Average	
		ML-NB294	91	1,097,394.2	1,903,034.2	670.00				Average	
		ML-NB294	92	1,097,396.4	1,903,150.8	670.00				Average	
		ML-NB294	93	1,097,395.2	1,903,263.2	671.00				Average	
		ML-NB294	94	1,097,391.1	1,903,368.5	671.80				Average	
		ML-NB294	95	1,097,383.9	1,903,481.0	673.70				Average	
		ML-NB294	96	1,097,374.5	1,903,573.8	674.90				Average	
		ML-NB294	97	1,097,358.9	1,903,694.6	677.00				Average	
		ML-NB294	98	1,097,335.9	1,903,834.2	679.00				Average	
		ML-NB294	99	1,097,312.0	1,903,957.1	680.70				Average	
		ML-NB294	100	1,097,275.5	1,904,120.6	683.00				Average	
		ML-NB294	101	1,097,239.1	1,904,252.9	685.00				Average	
		ML-NB294	102	1,097,215.1	1,904,363.2	686.60				Average	
		ML-NB294	103	1,097,184.9	1,904,489.4	688.20				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	104	1,097,152.6	1,904,626.9	690.00				Average	
		ML-NB294	105	1,097,130.8	1,904,709.2	692.00				Average	
		ML-NB294	106	1,097,078.6	1,904,942.5	695.00				Average	
		ML-NB294	107	1,097,031.8	1,905,151.9	698.00				Average	
		ML-NB294	108	1,097,010.9	1,905,245.6	695.50				Average	Y
		ML-NB294	109	1,096,933.9	1,905,600.8	700.00				Average	
		ML-NB294	110	1,096,910.9	1,905,729.0	706.70				Average	
		ML-NB294	111	1,096,894.2	1,905,868.5	708.00				Average	
		ML-NB294	112	1,096,875.5	1,906,011.2	709.70				Average	
		ML-NB294	113	1,096,869.2	1,906,164.4	709.40				Average	
		ML-NB294	114	1,096,857.8	1,906,346.8	707.00				Average	Y
		ML-NB294	115	1,096,853.6	1,906,506.0	705.00				Average	
		ML-NB294	116	1,096,848.4	1,906,804.0	699.70				Average	
		ML-NB294	117	1,096,847.4	1,906,981.0	696.30				Average	
		ML-NB294	118	1,096,848.4	1,907,374.8	688.50				Average	
		ML-NB294	119	1,096,847.4	1,907,640.4	684.80				Average	
		ML-NB294	120	1,096,845.2	1,908,030.0	685.40				Average	
		ML-NB294	121	1,096,846.8	1,908,255.1	688.60				Average	
		ML-NB294	122	1,096,847.0	1,908,660.5	694.00				Average	
		ML-NB294	123	1,096,847.0	1,908,741.0	693.90				Average	Y
		ML-NB294	124	1,096,851.2	1,909,011.2	693.90				Average	
		ML-NB294	125	1,096,850.2	1,909,288.6	698.00					
ML-NB294-IL-05	24.0	ML-NB294	211	1,096,850.2	1,909,288.6	698.00				Average	
		ML-NB294	212	1,096,842.8	1,909,796.4	693.00				Average	
		ML-NB294	213	1,096,843.6	1,910,486.5	679.00				Average	
		ML-NB294	214	1,096,845.2	1,910,916.2	671.00				Average	
		ML-NB294	215	1,096,842.8	1,911,266.9	668.50				Average	
		ML-NB294	216	1,096,844.4	1,911,689.6	667.00				Average	
		ML-NB294	217	1,096,843.6	1,912,211.2	666.00				Average	
		ML-NB294	218	1,096,843.6	1,912,740.8	665.10				Average	
		ML-NB294	219	1,096,842.8	1,913,190.5	663.80				Average	
		ML-NB294	220	1,096,843.1	1,913,792.4	662.10				Average	
		ML-NB294	221	1,096,844.1	1,914,048.8	662.00				Average	
		ML-NB294	222	1,096,842.0	1,914,495.5	661.60				Average	
		ML-NB294	223	1,096,843.1	1,914,985.1	660.00				Average	
		ML-NB294	224	1,096,842.1	1,915,492.2	659.00				Average	
		ML-NB294	225	1,096,842.1	1,916,004.4	659.00				Average	
		ML-NB294	226	1,096,841.2	1,916,543.4	667.00				Average	
		ML-NB294	227	1,096,841.2	1,917,063.4	676.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	228	1,096,843.9	1,917,440.1	682.80				Average	
		ML-NB294	229	1,096,851.8	1,917,596.4	685.20				Average	
		ML-NB294	230	1,096,875.1	1,917,785.6	687.00				Average	Y
		ML-NB294	231	1,096,885.5	1,917,859.4	687.00				Average	
		ML-NB294	232	1,096,909.0	1,917,972.2	687.30				Average	
		ML-NB294	233	1,096,935.9	1,918,101.6	687.00				Average	
		ML-NB294	234	1,096,971.5	1,918,218.8	685.90				Average	
		ML-NB294	235	1,097,007.9	1,918,332.5	684.00				Average	
		ML-NB294	236	1,097,046.1	1,918,428.9	682.70				Average	
		ML-NB294	237	1,097,086.9	1,918,524.2	681.40				Average	
		ML-NB294	238	1,097,162.4	1,918,678.0	680.60				Average	
		ML-NB294	239	1,097,249.2	1,918,829.0	680.90				Average	
		ML-NB294	240	1,097,304.8	1,918,916.8	681.00				Average	
		ML-NB294	241	1,097,421.1	1,919,084.2	684.00				Average	
		ML-NB294	242	1,097,493.2	1,919,173.8	685.90				Average	
		ML-NB294	243	1,097,593.0	1,919,286.5	689.10				Average	
		ML-NB294	244	1,097,700.6	1,919,396.8	692.50				Average	
		ML-NB294	245	1,097,781.4	1,919,473.1	694.80				Average	
		ML-NB294	246	1,097,888.1	1,919,566.0	697.10				Average	
		ML-NB294	247	1,098,021.8	1,919,665.0	698.90				Average	
		ML-NB294	248	1,098,160.1	1,919,759.2	695.00				Average	Y
		ML-NB294	249	1,098,305.8	1,919,846.8	696.00				Average	
		ML-NB294	250	1,098,474.9	1,919,929.8	696.40				Average	
		ML-NB294	251	1,098,570.4	1,919,973.1	694.60				Average	
		ML-NB294	252	1,098,703.2	1,920,025.2	691.50				Average	
		ML-NB294	253	1,098,848.2	1,920,075.6	686.90				Average	
		ML-NB294	254	1,099,231.9	1,920,169.2	676.10				Average	
		ML-NB294	255	1,099,816.1	1,920,302.1	661.20				Average	
		ML-NB294	256	1,100,088.8	1,920,362.9	658.50				Average	
		ML-NB294	257	1,100,901.2	1,920,547.8	654.00				Average	
		ML-NB294	258	1,100,952.4	1,920,559.1	654.00				Average	
		ML-NB294	259	1,101,361.2	1,920,651.1	652.10				Average	
		ML-NB294	260	1,101,725.8	1,920,733.5	652.10				Average	
		ML-NB294	261	1,102,501.0	1,920,913.2	656.00				Average	
		ML-NB294	262	1,103,084.1	1,921,059.6	662.30				Average	
		ML-NB294	263	1,103,624.4	1,921,195.0	669.70				Average	
		ML-NB294	264	1,103,866.1	1,921,254.0	671.20				Average	
		ML-NB294	265	1,103,905.0	1,921,264.5	673.00				Average	Y
		ML-NB294	266	1,104,182.8	1,921,336.0	675.90				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	267	1,104,345.2	1,921,386.0	679.50				Average	Y
		ML-NB294	268	1,104,467.5	1,921,432.5	679.50				Average	Y
		ML-NB294	269	1,104,663.2	1,921,517.2	683.60				Average	Y
		ML-NB294	270	1,104,855.8	1,921,617.2	686.90				Average	Y
		ML-NB294	271	1,105,029.2	1,921,718.6	687.40				Average	Y
		ML-NB294	272	1,105,202.2	1,921,835.2	688.90				Average	Y
		ML-NB294	273	1,105,316.1	1,921,924.9	689.10				Average	Y
		ML-NB294	274	1,105,470.9	1,922,054.8	688.70				Average	Y
		ML-NB294	275	1,105,569.6	1,922,153.2	688.00				Average	Y
		ML-NB294	276	1,105,713.2	1,922,301.2	686.50				Average	Y
		ML-NB294	277	1,105,809.8	1,922,417.9	685.40				Average	Y
		ML-NB294	278	1,105,900.8	1,922,536.0	683.20				Average	Y
		ML-NB294	279	1,105,990.4	1,922,664.5	681.40				Average	Y
		ML-NB294	280	1,106,065.4	1,922,788.1	679.00				Average	Y
		ML-NB294	281	1,106,155.8	1,922,942.2	676.60				Average	Y
		ML-NB294	282	1,106,209.8	1,923,052.0	673.00				Average	
		ML-NB294	283	1,106,275.1	1,923,204.0	671.30				Average	
		ML-NB294	284	1,106,357.8	1,923,406.1	667.60				Average	
		ML-NB294	285	1,106,409.8	1,923,549.2	664.80					
ML-NB294-IL-06	24.0	ML-NB294	286	1,106,409.8	1,923,549.2	664.80				Average	
		ML-NB294	287	1,106,504.2	1,923,815.1	659.60				Average	
		ML-NB294	288	1,106,531.8	1,923,901.4	657.80				Average	
		ML-NB294	289	1,106,551.5	1,923,964.2	656.60				Average	
		ML-NB294	290	1,106,589.5	1,924,095.6	653.60				Average	
		ML-NB294	291	1,106,621.5	1,924,205.2	651.40				Average	
		ML-NB294	292	1,106,693.6	1,924,458.5	646.60				Average	
		ML-NB294	293	1,106,770.0	1,924,724.8	641.20				Average	
		ML-NB294	294	1,106,842.2	1,924,978.1	638.30				Average	
		ML-NB294	295	1,106,871.1	1,925,080.2	640.90				Average	
		ML-NB294	296	1,106,957.8	1,925,365.2	642.00				Average	
		ML-NB294	297	1,107,068.9	1,925,735.2	643.00				Average	
		ML-NB294	298	1,107,105.6	1,925,859.8	643.00				Average	
		ML-NB294	299	1,107,215.6	1,926,217.5	646.10				Average	
		ML-NB294	300	1,107,276.8	1,926,383.6	649.70				Average	
		ML-NB294	301	1,107,318.2	1,926,487.0	651.50				Average	
		ML-NB294	302	1,107,361.8	1,926,593.6	653.60				Average	
		ML-NB294	303	1,107,427.9	1,926,743.6	656.60					
ML-NB294-IL-07	24.0	ML-NB294	304	1,107,427.9	1,926,743.6	656.60				Average	
		ML-NB294	305	1,107,551.2	1,926,998.2	661.20				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	306	1,107,590.9	1,927,081.0	661.00				Average	Y
		ML-NB294	307	1,107,629.1	1,927,158.1	661.00				Average	
		ML-NB294	308	1,107,858.2	1,927,642.8	652.00				Average	
		ML-NB294	309	1,107,966.8	1,927,866.8	648.10				Average	
		ML-NB294	310	1,108,033.4	1,928,007.0	646.40				Average	
		ML-NB294	311	1,108,098.8	1,928,139.6	645.10				Average	
		ML-NB294	312	1,108,248.8	1,928,451.5	643.40				Average	
		ML-NB294	313	1,108,277.9	1,928,509.8	643.10					
ML-NB294-IL-08	24.0	ML-NB294	314	1,108,277.9	1,928,509.8	643.10				Average	
		ML-NB294	315	1,108,390.6	1,928,743.2	644.00				Average	
		ML-NB294	316	1,108,498.9	1,928,972.2	645.50				Average	
		ML-NB294	317	1,108,575.2	1,929,125.8	646.80				Average	
		ML-NB294	318	1,108,717.0	1,929,420.1	649.10				Average	
		ML-NB294	319	1,108,758.8	1,929,507.6	650.00				Average	
		ML-NB294	320	1,108,864.2	1,929,728.4	652.30				Average	
		ML-NB294	321	1,108,933.0	1,929,868.0	654.00				Average	
		ML-NB294	322	1,108,985.8	1,929,977.8	655.50				Average	
		ML-NB294	323	1,109,103.1	1,930,227.8	659.00				Average	
		ML-NB294	324	1,109,173.4	1,930,373.1	660.00				Average	Y
		ML-NB294	325	1,109,205.2	1,930,436.1	660.00				Average	
		ML-NB294	326	1,109,295.5	1,930,629.8	662.60				Average	
		ML-NB294	327	1,109,362.1	1,930,764.5	663.70				Average	
		ML-NB294	328	1,109,459.2	1,930,965.9	665.40				Average	
		ML-NB294	329	1,109,544.1	1,931,145.1	666.70				Average	
		ML-NB294	330	1,109,662.1	1,931,389.5	669.80				Average	
		ML-NB294	331	1,109,737.1	1,931,549.2	670.00				Average	Y
		ML-NB294	332	1,109,942.0	1,931,966.6	668.00				Average	
		ML-NB294	333	1,110,057.2	1,932,206.9	665.40				Average	
		ML-NB294	334	1,110,151.8	1,932,401.2	660.90				Average	
		ML-NB294	335	1,110,208.8	1,932,521.5	658.20				Average	
		ML-NB294	336	1,110,279.5	1,932,676.2	655.60				Average	
		ML-NB294	337	1,110,346.8	1,932,845.1	652.10				Average	
		ML-NB294	338	1,110,390.6	1,932,977.8	649.70				Average	
		ML-NB294	339	1,110,425.2	1,933,106.9	646.80				Average	
		ML-NB294	340	1,110,436.9	1,933,155.4	645.90					
ML-NB294-IL-09	24.0	ML-NB294	341	1,110,436.9	1,933,155.4	645.90				Average	
		ML-NB294	342	1,110,459.2	1,933,266.2	643.90				Average	
		ML-NB294	343	1,110,479.2	1,933,384.2	642.30				Average	
		ML-NB294	344	1,110,495.8	1,933,529.2	642.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	345	1,110,507.1	1,933,651.8	642.10				Average	
		ML-NB294	346	1,110,509.8	1,933,751.5	642.10				Average	
		ML-NB294	347	1,110,509.8	1,933,879.1	642.10				Average	
		ML-NB294	348	1,110,506.2	1,933,976.2	643.10				Average	
		ML-NB294	349	1,110,494.9	1,934,093.5	642.40				Average	
		ML-NB294	350	1,110,480.2	1,934,240.2	642.70				Average	
		ML-NB294	351	1,110,465.4	1,934,365.2	643.30				Average	
		ML-NB294	352	1,110,454.1	1,934,463.2	643.00				Average	
		ML-NB294	353	1,110,429.0	1,934,654.2	643.60				Average	
		ML-NB294	354	1,110,396.5	1,934,916.9	644.00				Average	
		ML-NB294	355	1,110,376.0	1,935,079.5	644.00					
ML-NB294-IL-10	24.0	ML-NB294	356	1,110,376.0	1,935,079.5	644.00				Average	
		ML-NB294	357	1,110,323.9	1,935,515.9	643.00				Average	
		ML-NB294	358	1,110,294.1	1,935,740.0	642.00					
ML-NB294-OL-01	24.0	ML-NB294	359	1,097,164.9	1,887,403.5	673.20				Average	
		ML-NB294	360	1,097,153.2	1,887,731.2	674.00				Average	
		ML-NB294	361	1,097,142.8	1,887,973.0	675.40				Average	
		ML-NB294	362	1,097,138.2	1,888,145.2	676.70				Average	
		ML-NB294	363	1,097,135.5	1,888,289.6	678.10				Average	
		ML-NB294	364	1,097,133.8	1,888,624.1	682.00				Average	
		ML-NB294	365	1,097,133.8	1,888,839.1	684.60				Average	
		ML-NB294	366	1,097,133.2	1,889,183.0	689.20				Average	
		ML-NB294	367	1,097,129.4	1,889,371.9	691.30				Average	
		ML-NB294	368	1,097,123.8	1,889,516.9	692.00				Average	
		ML-NB294	369	1,097,116.0	1,889,711.9	692.00				Average	
		ML-NB294	370	1,097,106.0	1,889,865.8	691.00				Average	
		ML-NB294	371	1,097,091.6	1,890,033.5	690.90				Average	
		ML-NB294	372	1,097,073.8	1,890,234.6	690.00				Average	
		ML-NB294	373	1,097,057.1	1,890,432.4	689.50				Average	
		ML-NB294	374	1,097,043.8	1,890,585.8	688.50				Average	
		ML-NB294	375	1,097,034.9	1,890,676.9	688.10				Average	
		ML-NB294	376	1,097,028.8	1,890,779.1	688.00				Average	
		ML-NB294	377	1,097,023.2	1,890,929.1	688.50				Average	
		ML-NB294	378	1,097,024.9	1,891,028.0	689.50				Average	
		ML-NB294	379	1,097,028.2	1,891,100.8	690.50				Average	
		ML-NB294	380	1,097,038.8	1,891,224.6	691.20				Average	
		ML-NB294	381	1,097,056.0	1,891,369.1	693.50				Average	
		ML-NB294	382	1,097,076.0	1,891,473.5	694.90				Average	
		ML-NB294	383	1,097,106.0	1,891,616.9	696.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	384	1,097,128.8	1,891,715.2	698.00					
ML-NB294-OL-02	24.0	ML-NB294	385	1,097,128.8	1,891,715.2	698.00				Average	
		ML-NB294	386	1,097,161.1	1,891,862.2	699.50				Average	
		ML-NB294	387	1,097,179.5	1,891,939.6	700.00				Average	
		ML-NB294	388	1,097,200.2	1,892,033.9	701.00				Average	
		ML-NB294	389	1,097,234.5	1,892,188.2	702.20				Average	
		ML-NB294	390	1,097,271.2	1,892,350.4	703.30				Average	
		ML-NB294	391	1,097,285.8	1,892,411.2	702.30				Average	
		ML-NB294	392	1,097,335.2	1,892,630.4	700.00				Average	Y
		ML-NB294	393	1,097,354.6	1,892,714.5	700.00				Average	
		ML-NB294	394	1,097,414.4	1,892,982.5	699.00				Average	
		ML-NB294	395	1,097,535.8	1,893,519.2	698.90				Average	Y
		ML-NB294	396	1,097,590.2	1,893,756.8	699.20				Average	
		ML-NB294	397	1,097,629.1	1,893,926.8	702.60				Average	
		ML-NB294	398	1,097,675.6	1,894,147.0	707.90				Average	
		ML-NB294	399	1,097,706.2	1,894,322.0	711.50				Average	
		ML-NB294	400	1,097,714.5	1,894,395.6	712.80				Average	
		ML-NB294	401	1,097,724.9	1,894,542.8	715.10				Average	
		ML-NB294	402	1,097,728.4	1,894,669.2	717.50				Average	
		ML-NB294	403	1,097,728.4	1,894,796.2	720.30				Average	
		ML-NB294	404	1,097,723.6	1,894,879.6	722.00				Average	
		ML-NB294	405	1,097,706.8	1,895,062.9	720.00				Average	Y
		ML-NB294	406	1,097,696.5	1,895,139.2	720.00				Average	Y
		ML-NB294	407	1,097,677.8	1,895,272.0	720.00				Average	Y
		ML-NB294	408	1,097,656.9	1,895,399.0	721.00				Average	Y
		ML-NB294	409	1,097,631.4	1,895,550.8	721.00				Average	
		ML-NB294	410	1,097,623.2	1,895,588.5	720.00				Average	
		ML-NB294	411	1,097,573.2	1,895,818.8	721.00				Average	
		ML-NB294	412	1,097,538.5	1,896,006.2	718.40				Average	
		ML-NB294	413	1,097,511.6	1,896,169.5	716.00				Average	
		ML-NB294	414	1,097,460.8	1,896,443.9	713.90				Average	
		ML-NB294	415	1,097,410.2	1,896,728.8	712.10				Average	
		ML-NB294	416	1,097,393.8	1,896,818.0	712.00				Average	Y
		ML-NB294	417	1,097,376.8	1,896,898.9	712.00				Average	
		ML-NB294	418	1,097,314.8	1,897,246.9	715.40				Average	
		ML-NB294	419	1,097,262.5	1,897,521.8	716.00				Average	Y
		ML-NB294	420	1,097,233.6	1,897,691.2	719.00				Average	
		ML-NB294	421	1,097,204.6	1,897,875.4	720.00				Average	
		ML-NB294	422	1,097,187.2	1,898,002.1	716.80				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	423	1,097,181.5	1,898,046.1	722.00				Average	Y
		ML-NB294	424	1,097,135.0	1,898,529.4	722.00					
ML-NB294-OL-03	24.0	ML-NB294	425	1,097,135.0	1,898,529.4	722.00				Average	
		ML-NB294	426	1,097,092.8	1,898,973.9	722.30				Average	
		ML-NB294	427	1,097,073.8	1,899,197.0	721.50				Average	
		ML-NB294	428	1,097,046.8	1,899,481.8	721.80				Average	
		ML-NB294	429	1,097,024.2	1,899,741.2	721.80				Average	
		ML-NB294	430	1,097,020.8	1,899,843.8	721.70				Average	
		ML-NB294	431	1,097,017.2	1,899,963.5	720.00				Average	Y
		ML-NB294	432	1,097,021.6	1,900,356.8	720.00				Average	
		ML-NB294	433	1,097,034.6	1,900,536.4	717.60				Average	
		ML-NB294	434	1,097,055.4	1,900,755.1	713.30				Average	
		ML-NB294	435	1,097,070.2	1,900,875.8	710.20				Average	
		ML-NB294	436	1,097,088.4	1,900,995.6	707.60				Average	
		ML-NB294	437	1,097,114.5	1,901,141.4	704.40				Average	
		ML-NB294	438	1,097,177.8	1,901,477.4	697.80					
ML-NB294-OL-04	24.0	ML-NB294	439	1,097,177.8	1,901,477.4	697.80				Average	
		ML-NB294	440	1,097,239.1	1,901,765.9	690.30				Average	
		ML-NB294	441	1,097,275.6	1,901,935.8	687.70				Average	
		ML-NB294	442	1,097,306.8	1,902,092.0	684.30				Average	
		ML-NB294	443	1,097,339.1	1,902,251.2	681.90				Average	
		ML-NB294	444	1,097,368.2	1,902,413.8	678.00				Average	
		ML-NB294	445	1,097,387.0	1,902,551.2	675.40				Average	
		ML-NB294	446	1,097,393.2	1,902,603.4	675.50				Average	
		ML-NB294	447	1,097,411.0	1,902,747.2	673.80				Average	
		ML-NB294	448	1,097,418.2	1,902,869.0	670.90				Average	
		ML-NB294	449	1,097,420.4	1,903,033.6	669.60				Average	
		ML-NB294	450	1,097,422.5	1,903,150.2	670.30				Average	
		ML-NB294	451	1,097,421.4	1,903,262.8	670.60				Average	
		ML-NB294	452	1,097,417.2	1,903,368.0	672.10				Average	
		ML-NB294	453	1,097,410.0	1,903,480.5	674.00				Average	
		ML-NB294	454	1,097,400.6	1,903,573.2	674.60				Average	
		ML-NB294	455	1,097,385.0	1,903,694.0	676.50				Average	
		ML-NB294	456	1,097,362.0	1,903,833.6	677.40				Average	
		ML-NB294	457	1,097,338.1	1,903,956.5	678.20				Average	
		ML-NB294	458	1,097,301.6	1,904,120.1	681.40				Average	
		ML-NB294	459	1,097,265.2	1,904,252.4	684.30				Average	
		ML-NB294	460	1,097,241.2	1,904,362.8	685.40				Average	
		ML-NB294	461	1,097,211.0	1,904,488.8	687.80				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	462	1,097,178.8	1,904,626.2	688.90				Average	
		ML-NB294	463	1,097,156.8	1,904,708.6	691.70				Average	
		ML-NB294	464	1,097,104.8	1,904,942.0	693.90				Average	
		ML-NB294	465	1,097,057.9	1,905,151.2	697.80				Average	
		ML-NB294	466	1,097,037.0	1,905,245.1	695.50				Average	Y
		ML-NB294	467	1,096,960.0	1,905,600.2	700.00				Average	
		ML-NB294	468	1,096,937.0	1,905,728.4	706.30				Average	
		ML-NB294	469	1,096,920.4	1,905,868.0	706.30				Average	
		ML-NB294	470	1,096,901.6	1,906,010.8	707.20				Average	
		ML-NB294	471	1,096,895.4	1,906,163.8	707.20				Average	
		ML-NB294	472	1,096,883.9	1,906,346.1	707.00				Average	Y
		ML-NB294	473	1,096,879.8	1,906,535.0	705.00				Average	
		ML-NB294	474	1,096,874.5	1,906,803.4	699.30				Average	
		ML-NB294	475	1,096,873.5	1,906,980.5	695.90				Average	
		ML-NB294	476	1,096,874.5	1,907,374.2	688.00				Average	
		ML-NB294	477	1,096,873.5	1,907,639.9	684.50				Average	
		ML-NB294	478	1,096,871.4	1,908,029.5	685.30				Average	
		ML-NB294	479	1,096,872.8	1,908,254.5	688.60				Average	
		ML-NB294	480	1,096,873.2	1,908,659.9	693.90				Average	
		ML-NB294	481	1,096,873.2	1,908,740.5	693.90				Average	Y
		ML-NB294	482	1,096,877.2	1,909,010.6	693.90				Average	
		ML-NB294	483	1,096,876.4	1,909,288.0	697.30					
ML-NB294-OL-05	24.0	ML-NB294	484	1,096,876.4	1,909,288.0	697.30				Average	
		ML-NB294	485	1,096,868.8	1,909,795.8	692.30				Average	
		ML-NB294	486	1,096,869.8	1,910,485.9	678.50				Average	
		ML-NB294	487	1,096,871.4	1,910,915.6	670.50				Average	
		ML-NB294	488	1,096,868.8	1,911,266.2	668.30				Average	
		ML-NB294	489	1,096,870.6	1,911,689.1	667.00				Average	
		ML-NB294	490	1,096,869.8	1,912,210.8	666.00				Average	
		ML-NB294	491	1,096,869.8	1,912,740.2	665.00				Average	
		ML-NB294	492	1,096,868.8	1,913,189.9	663.90				Average	
		ML-NB294	493	1,096,869.2	1,913,791.8	662.20				Average	
		ML-NB294	494	1,096,870.2	1,914,048.1	662.00				Average	
		ML-NB294	495	1,096,868.1	1,914,495.0	661.00				Average	
		ML-NB294	496	1,096,869.2	1,914,984.6	660.00				Average	
		ML-NB294	497	1,096,868.2	1,915,491.8	659.00				Average	
		ML-NB294	498	1,096,868.2	1,916,003.8	659.00				Average	
		ML-NB294	499	1,096,867.4	1,916,542.9	666.90				Average	
		ML-NB294	500	1,096,867.4	1,917,062.9	675.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	501	1,096,870.0	1,917,439.6	681.00				Average	
		ML-NB294	502	1,096,877.8	1,917,595.8	684.20				Average	
		ML-NB294	503	1,096,901.2	1,917,785.1	687.00				Average	Y
		ML-NB294	504	1,096,911.6	1,917,858.9	687.00				Average	
		ML-NB294	505	1,096,935.1	1,917,971.8	686.30				Average	
		ML-NB294	506	1,096,962.0	1,918,101.0	686.20				Average	
		ML-NB294	507	1,096,997.6	1,918,218.2	685.00				Average	
		ML-NB294	508	1,097,034.0	1,918,332.0	683.00				Average	
		ML-NB294	509	1,097,072.2	1,918,428.2	681.90				Average	
		ML-NB294	510	1,097,113.0	1,918,523.8	680.80				Average	
		ML-NB294	511	1,097,188.5	1,918,677.4	679.20				Average	
		ML-NB294	512	1,097,275.4	1,918,828.5	680.20				Average	
		ML-NB294	513	1,097,330.9	1,918,916.2	680.20				Average	
		ML-NB294	514	1,097,447.2	1,919,083.8	683.40				Average	
		ML-NB294	515	1,097,519.2	1,919,173.1	685.60				Average	
		ML-NB294	516	1,097,619.1	1,919,285.9	689.10				Average	
		ML-NB294	517	1,097,736.2	1,919,398.1	692.00				Average	
		ML-NB294	518	1,097,817.1	1,919,474.5	694.80				Average	
		ML-NB294	519	1,097,923.8	1,919,567.4	697.00				Average	
		ML-NB294	520	1,098,057.5	1,919,666.4	698.40				Average	
		ML-NB294	521	1,098,161.8	1,919,738.4	695.00				Average	Y
		ML-NB294	522	1,098,305.2	1,919,819.6	696.00				Average	
		ML-NB294	523	1,098,353.5	1,919,846.9	697.10				Average	
		ML-NB294	524	1,098,504.6	1,919,919.0	694.40				Average	
		ML-NB294	525	1,098,600.1	1,919,962.4	693.90				Average	
		ML-NB294	526	1,098,732.9	1,920,014.5	690.00				Average	
		ML-NB294	527	1,098,891.4	1,920,063.6	685.40				Average	
		ML-NB294	528	1,099,264.2	1,920,153.2	675.20				Average	
		ML-NB294	529	1,099,844.5	1,920,285.5	660.60				Average	
		ML-NB294	530	1,100,117.1	1,920,346.2	658.00				Average	
		ML-NB294	531	1,100,901.6	1,920,524.2	654.00				Average	
		ML-NB294	532	1,100,952.8	1,920,535.5	654.10				Average	
		ML-NB294	533	1,101,389.2	1,920,631.2	651.90				Average	
		ML-NB294	534	1,101,753.9	1,920,713.8	651.80				Average	
		ML-NB294	535	1,102,532.0	1,920,895.9	654.80				Average	
		ML-NB294	536	1,103,117.8	1,921,040.8	662.50				Average	
		ML-NB294	537	1,103,658.0	1,921,176.1	668.70				Average	
		ML-NB294	538	1,103,899.8	1,921,235.1	672.10				Average	
		ML-NB294	539	1,103,938.6	1,921,245.5	673.00				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	540	1,104,213.9	1,921,321.9	675.90				Average	Y
		ML-NB294	541	1,104,376.4	1,921,371.9	679.50				Average	Y
		ML-NB294	542	1,104,498.8	1,921,418.5	679.50				Average	Y
		ML-NB294	543	1,104,694.5	1,921,503.2	683.60				Average	Y
		ML-NB294	544	1,104,889.6	1,921,607.0	686.90				Average	Y
		ML-NB294	545	1,105,063.2	1,921,708.4	687.40				Average	Y
		ML-NB294	546	1,105,236.2	1,921,825.1	688.90				Average	Y
		ML-NB294	547	1,105,350.8	1,921,920.9	689.10				Average	Y
		ML-NB294	548	1,105,511.2	1,922,062.6	688.70				Average	Y
		ML-NB294	549	1,105,609.8	1,922,161.2	688.00				Average	Y
		ML-NB294	550	1,105,761.9	1,922,318.5	686.50				Average	Y
		ML-NB294	551	1,105,844.2	1,922,426.8	685.40				Average	Y
		ML-NB294	552	1,105,926.9	1,922,535.4	683.20				Average	Y
		ML-NB294	553	1,106,016.5	1,922,663.9	681.40				Average	Y
		ML-NB294	554	1,106,091.5	1,922,787.5	679.00				Average	Y
		ML-NB294	555	1,106,181.8	1,922,941.8	676.60				Average	Y
		ML-NB294	556	1,106,235.9	1,923,051.4	673.00				Average	
		ML-NB294	557	1,106,301.2	1,923,203.5	671.70				Average	
		ML-NB294	558	1,106,383.9	1,923,405.6	667.60				Average	
		ML-NB294	559	1,106,435.9	1,923,548.6	664.90					
ML-NB294-OL-06	24.0	ML-NB294	560	1,106,435.9	1,923,548.6	664.90				Average	
		ML-NB294	561	1,106,530.4	1,923,814.6	658.90				Average	
		ML-NB294	562	1,106,557.9	1,923,900.9	657.80				Average	
		ML-NB294	563	1,106,577.8	1,923,963.8	656.50				Average	
		ML-NB294	564	1,106,615.6	1,924,095.0	653.60				Average	
		ML-NB294	565	1,106,647.8	1,924,204.6	651.00				Average	
		ML-NB294	566	1,106,719.8	1,924,457.9	646.20				Average	
		ML-NB294	567	1,106,796.1	1,924,724.2	641.00				Average	
		ML-NB294	568	1,106,868.2	1,924,977.5	640.50				Average	
		ML-NB294	569	1,106,897.2	1,925,079.8	641.00				Average	
		ML-NB294	570	1,106,983.9	1,925,364.8	641.90				Average	
		ML-NB294	571	1,107,095.0	1,925,734.8	642.60				Average	
		ML-NB294	572	1,107,131.8	1,925,859.2	642.70				Average	
		ML-NB294	573	1,107,241.8	1,926,217.0	645.90				Average	
		ML-NB294	574	1,107,302.8	1,926,383.1	649.50				Average	
		ML-NB294	575	1,107,344.5	1,926,486.4	650.80				Average	
		ML-NB294	576	1,107,387.8	1,926,593.1	653.00				Average	
		ML-NB294	577	1,107,454.0	1,926,743.1	656.50					
ML-NB294-OL-07	24.0	ML-NB294	578	1,107,454.0	1,926,743.1	656.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	579	1,107,577.4	1,926,997.8	660.90				Average	
		ML-NB294	580	1,107,617.0	1,927,080.4	661.00				Average	Y
		ML-NB294	581	1,107,655.2	1,927,157.5	661.00				Average	
		ML-NB294	582	1,107,884.2	1,927,642.2	652.00				Average	
		ML-NB294	583	1,107,992.9	1,927,866.2	648.00				Average	
		ML-NB294	584	1,108,059.5	1,928,006.5	646.30				Average	
		ML-NB294	585	1,108,124.8	1,928,139.1	644.70				Average	
		ML-NB294	586	1,108,274.8	1,928,450.9	643.20				Average	
		ML-NB294	587	1,108,304.0	1,928,509.2	643.10					
ML-NB294-OL-08	24.0	ML-NB294	588	1,108,304.0	1,928,509.2	643.10				Average	
		ML-NB294	589	1,108,416.8	1,928,742.8	643.90				Average	
		ML-NB294	590	1,108,525.0	1,928,971.6	645.30				Average	
		ML-NB294	591	1,108,601.4	1,929,125.1	646.90				Average	
		ML-NB294	592	1,108,743.1	1,929,419.5	649.10				Average	
		ML-NB294	593	1,108,784.8	1,929,507.0	650.00				Average	
		ML-NB294	594	1,108,890.2	1,929,727.9	652.50				Average	
		ML-NB294	595	1,108,959.1	1,929,867.5	654.00				Average	
		ML-NB294	596	1,109,011.8	1,929,977.2	655.20				Average	
		ML-NB294	597	1,109,129.2	1,930,227.2	659.10				Average	
		ML-NB294	598	1,109,200.2	1,930,374.0	660.00				Average	Y
		ML-NB294	599	1,109,231.2	1,930,435.5	660.00				Average	
		ML-NB294	600	1,109,321.6	1,930,629.2	662.70				Average	
		ML-NB294	601	1,109,388.2	1,930,764.0	663.60				Average	
		ML-NB294	602	1,109,485.5	1,930,965.4	664.80				Average	
		ML-NB294	603	1,109,570.2	1,931,144.5	666.50				Average	
		ML-NB294	604	1,109,688.2	1,931,389.0	669.40				Average	
		ML-NB294	605	1,109,763.2	1,931,548.8	670.00				Average	Y
		ML-NB294	606	1,109,968.1	1,931,966.1	668.00				Average	
		ML-NB294	607	1,110,083.4	1,932,206.2	665.00				Average	
		ML-NB294	608	1,110,177.8	1,932,400.8	660.70				Average	
		ML-NB294	609	1,110,234.8	1,932,520.9	658.50				Average	
		ML-NB294	610	1,110,305.6	1,932,675.8	656.40				Average	
		ML-NB294	611	1,110,373.0	1,932,844.5	652.90				Average	
		ML-NB294	612	1,110,416.8	1,932,977.2	650.30				Average	
		ML-NB294	613	1,110,451.4	1,933,106.2	647.80				Average	
		ML-NB294	614	1,110,463.0	1,933,154.9	646.70					
ML-NB294-OL-09	24.0	ML-NB294	615	1,110,463.0	1,933,154.9	646.70				Average	
		ML-NB294	616	1,110,485.5	1,933,265.8	645.10				Average	
		ML-NB294	617	1,110,505.4	1,933,383.8	644.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	618	1,110,521.9	1,933,528.8	642.70				Average	
		ML-NB294	619	1,110,533.2	1,933,651.1	643.00				Average	
		ML-NB294	620	1,110,535.8	1,933,751.0	643.00				Average	
		ML-NB294	621	1,110,535.8	1,933,878.6	643.20				Average	
		ML-NB294	622	1,110,532.2	1,933,975.8	644.00				Average	
		ML-NB294	623	1,110,521.0	1,934,093.0	643.10				Average	
		ML-NB294	624	1,110,506.2	1,934,239.8	643.00				Average	
		ML-NB294	625	1,110,491.5	1,934,364.8	644.10				Average	
		ML-NB294	626	1,110,480.2	1,934,462.8	643.00				Average	
		ML-NB294	627	1,110,455.1	1,934,653.8	643.30				Average	
		ML-NB294	628	1,110,422.8	1,934,916.4	644.00				Average	
		ML-NB294	629	1,110,402.1	1,935,078.9	643.90					
ML-NB294-OL-10	24.0	ML-NB294	630	1,110,402.1	1,935,078.9	643.90				Average	
		ML-NB294	631	1,110,350.0	1,935,515.4	642.80				Average	
		ML-NB294	632	1,110,320.2	1,935,739.8	642.00					
ML-NB294-OL2-08	12.0	ML-NB294	633	1,108,321.2	1,928,500.1	642.90				Average	
		ML-NB294	634	1,108,433.9	1,928,733.6	643.40				Average	
		ML-NB294	635	1,108,542.2	1,928,962.5	645.30				Average	
		ML-NB294	636	1,108,618.8	1,929,115.9	646.40				Average	
		ML-NB294	637	1,108,760.2	1,929,410.4	648.90				Average	
		ML-NB294	638	1,108,802.0	1,929,497.9	649.60				Average	
		ML-NB294	639	1,108,907.5	1,929,718.8	651.00				Average	
		ML-NB294	640	1,108,976.2	1,929,858.2	652.70				Average	
		ML-NB294	641	1,109,029.1	1,929,968.0	654.20				Average	
		ML-NB294	642	1,109,146.4	1,930,218.0	659.00				Average	
		ML-NB294	643	1,109,222.8	1,930,375.2	660.00				Average	Y
		ML-NB294	644	1,109,253.6	1,930,437.2	660.00				Average	
		ML-NB294	645	1,109,338.8	1,930,620.1	660.90				Average	
		ML-NB294	646	1,109,405.5	1,930,754.8	661.00				Average	
		ML-NB294	647	1,109,502.8	1,930,956.2	664.40				Average	
		ML-NB294	648	1,109,587.4	1,931,135.4	664.40				Average	
		ML-NB294	649	1,109,705.5	1,931,379.8	666.50				Average	
		ML-NB294	650	1,109,780.5	1,931,539.5	670.00				Average	Y
		ML-NB294	651	1,109,985.2	1,931,956.9	668.00				Average	
		ML-NB294	652	1,110,100.6	1,932,197.2	663.90				Average	
		ML-NB294	653	1,110,195.0	1,932,391.6	659.20				Average	
		ML-NB294	654	1,110,252.0	1,932,511.8	657.20				Average	
		ML-NB294	655	1,110,322.8	1,932,666.6	656.40				Average	
		ML-NB294	656	1,110,390.2	1,932,835.4	652.70				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB294	657	1,110,433.9	1,932,968.0	650.40				Average
		ML-NB294	658	1,110,468.8	1,933,097.2	647.50				Average
		ML-NB294	659	1,110,480.2	1,933,145.8	646.90				
ML-NB294-OL2-09	12.0	ML-NB294	660	1,110,480.2	1,933,145.8	646.90				Average
		ML-NB294	661	1,110,504.1	1,933,257.2	645.50				Average
		ML-NB294	662	1,110,524.0	1,933,375.2	644.10				Average
		ML-NB294	663	1,110,540.5	1,933,520.2	643.00				Average
		ML-NB294	664	1,110,551.8	1,933,642.8	642.50				Average
		ML-NB294	665	1,110,554.4	1,933,742.5	643.10				Average
		ML-NB294	666	1,110,554.4	1,933,870.1	643.90				Average
		ML-NB294	667	1,110,550.9	1,933,967.2	643.40				Average
		ML-NB294	668	1,110,541.6	1,934,091.4	643.90				Average
		ML-NB294	669	1,110,526.8	1,934,238.1	642.40				Average
		ML-NB294	670	1,110,512.0	1,934,363.1	645.60				Average
		ML-NB294	671	1,110,500.8	1,934,461.2	643.40				Average
		ML-NB294	672	1,110,480.5	1,934,650.4	642.70				Average
		ML-NB294	673	1,110,443.6	1,934,917.1	643.50				Average
		ML-NB294	674	1,110,424.4	1,935,074.1	642.20				
ML-SB294-OL2-09	24.0	ML-SB294	675	1,110,271.0	1,935,069.8	643.50				Average
		ML-SB294	676	1,110,290.2	1,934,912.8	643.50				Average
		ML-SB294	677	1,110,327.0	1,934,646.1	643.00				Average
		ML-SB294	678	1,110,347.2	1,934,456.8	644.00				Average
		ML-SB294	679	1,110,358.6	1,934,358.8	646.40				Average
		ML-SB294	680	1,110,373.4	1,934,233.8	643.10				Average
		ML-SB294	681	1,110,388.1	1,934,087.0	641.10				Average
		ML-SB294	682	1,110,397.5	1,933,963.0	639.00				Average
		ML-SB294	683	1,110,401.0	1,933,865.8	638.10				Average
		ML-SB294	684	1,110,401.0	1,933,738.2	638.00				Average
		ML-SB294	685	1,110,398.4	1,933,638.2	638.00				Average
		ML-SB294	686	1,110,387.1	1,933,515.9	639.00				Average
		ML-SB294	687	1,110,370.6	1,933,371.0	639.80				Average
		ML-SB294	688	1,110,350.6	1,933,252.9	641.20				Average
		ML-SB294	689	1,110,326.8	1,933,141.4	643.10				
ML-SB294-OL2-08	24.0	ML-SB294	690	1,110,326.8	1,933,141.4	643.10				Average
		ML-SB294	691	1,110,315.2	1,933,092.8	644.20				Average
		ML-SB294	692	1,110,280.5	1,932,963.8	646.40				Average
		ML-SB294	693	1,110,236.8	1,932,831.0	649.50				Average
		ML-SB294	694	1,110,169.4	1,932,662.2	653.70				Average
		ML-SB294	695	1,110,098.6	1,932,507.4	658.20				Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	696	1,110,041.6	1,932,387.2	660.80				Average	
		ML-SB294	697	1,109,947.2	1,932,192.8	666.20				Average	
		ML-SB294	698	1,109,858.1	1,932,006.6	668.00				Average	Y
		ML-SB294	699	1,109,627.0	1,931,535.2	670.50				Average	
		ML-SB294	700	1,109,552.0	1,931,375.5	668.10				Average	
		ML-SB294	701	1,109,434.0	1,931,131.0	664.90				Average	
		ML-SB294	702	1,109,349.2	1,930,951.9	663.50				Average	
		ML-SB294	703	1,109,252.0	1,930,750.5	661.40				Average	
		ML-SB294	704	1,109,185.4	1,930,615.8	660.70					
ML-SB294-OL-10	12.0	ML-SB294	705	1,110,217.1	1,935,737.9	642.00				Average	
		ML-SB294	706	1,110,246.9	1,935,513.8	643.00				Average	
		ML-SB294	707	1,110,299.0	1,935,077.2	643.90					
ML-SB294-OL-09	24.0	ML-SB294	708	1,110,299.0	1,935,077.2	643.90				Average	
		ML-SB294	709	1,110,319.5	1,934,914.8	643.90				Average	
		ML-SB294	710	1,110,351.9	1,934,652.1	643.50				Average	
		ML-SB294	711	1,110,377.1	1,934,461.2	643.00				Average	
		ML-SB294	712	1,110,388.4	1,934,363.1	643.00				Average	
		ML-SB294	713	1,110,403.1	1,934,238.1	642.00				Average	
		ML-SB294	714	1,110,417.9	1,934,091.4	641.00				Average	
		ML-SB294	715	1,110,429.2	1,933,974.2	640.90				Average	
		ML-SB294	716	1,110,432.8	1,933,877.0	640.00				Average	
		ML-SB294	717	1,110,432.8	1,933,749.4	640.00				Average	
		ML-SB294	718	1,110,430.1	1,933,649.5	640.10				Average	
		ML-SB294	719	1,110,418.8	1,933,527.1	639.80				Average	
		ML-SB294	720	1,110,402.2	1,933,382.2	640.20				Average	
		ML-SB294	721	1,110,382.2	1,933,264.1	641.80				Average	
		ML-SB294	722	1,110,359.8	1,933,153.2	643.90					
ML-SB294-OL-08	24.0	ML-SB294	723	1,110,359.8	1,933,153.2	643.90				Average	
		ML-SB294	724	1,110,348.2	1,933,104.8	645.00				Average	
		ML-SB294	725	1,110,313.6	1,932,975.6	647.90				Average	
		ML-SB294	726	1,110,269.8	1,932,842.9	650.60				Average	
		ML-SB294	727	1,110,202.4	1,932,674.2	654.60				Average	
		ML-SB294	728	1,110,131.6	1,932,519.2	659.00				Average	
		ML-SB294	729	1,110,074.8	1,932,399.2	662.10				Average	
		ML-SB294	730	1,109,980.2	1,932,204.8	666.10				Average	
		ML-SB294	731	1,109,879.8	1,931,996.2	668.00				Average	Y
		ML-SB294	732	1,109,660.1	1,931,547.1	671.10				Average	
		ML-SB294	733	1,109,585.1	1,931,387.4	669.50				Average	
		ML-SB294	734	1,109,467.0	1,931,142.9	666.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	735	1,109,382.2	1,930,963.8	664.40				Average	
		ML-SB294	736	1,109,285.1	1,930,762.4	663.00				Average	
		ML-SB294	737	1,109,218.4	1,930,627.8	661.70				Average	
		ML-SB294	738	1,109,128.1	1,930,433.9	660.00				Average	Y
		ML-SB294	739	1,109,096.0	1,930,370.1	660.00				Average	
		ML-SB294	740	1,109,026.1	1,930,225.6	658.70				Average	
		ML-SB294	741	1,108,908.8	1,929,975.6	655.10				Average	
		ML-SB294	742	1,108,855.9	1,929,865.8	654.00				Average	
		ML-SB294	743	1,108,787.2	1,929,726.2	652.30				Average	
		ML-SB294	744	1,108,681.6	1,929,505.4	650.00				Average	
		ML-SB294	745	1,108,639.9	1,929,417.9	649.00				Average	
		ML-SB294	746	1,108,498.2	1,929,123.5	646.60				Average	
		ML-SB294	747	1,108,421.9	1,928,970.0	645.50				Average	
		ML-SB294	748	1,108,313.6	1,928,741.1	644.00				Average	
		ML-SB294	749	1,108,200.8	1,928,507.6	643.20					
ML-SB294-OL-07	24.0	ML-SB294	750	1,108,200.8	1,928,507.6	643.20				Average	
		ML-SB294	751	1,108,171.6	1,928,449.2	643.40				Average	
		ML-SB294	752	1,108,021.6	1,928,137.5	645.30				Average	
		ML-SB294	753	1,107,956.4	1,928,004.8	646.80				Average	
		ML-SB294	754	1,107,889.8	1,927,864.6	648.70				Average	
		ML-SB294	755	1,107,781.2	1,927,640.6	652.70				Average	
		ML-SB294	756	1,107,561.0	1,927,174.5	661.00				Average	Y
		ML-SB294	757	1,107,521.0	1,927,093.9	661.00				Average	
		ML-SB294	758	1,107,474.2	1,926,996.2	659.40				Average	
		ML-SB294	759	1,107,350.8	1,926,741.4	657.10					
ML-SB294-OL-06	24.0	ML-SB294	760	1,107,350.8	1,926,741.4	657.10				Average	
		ML-SB294	761	1,107,284.6	1,926,591.5	654.10				Average	
		ML-SB294	762	1,107,241.2	1,926,484.8	652.30				Average	
		ML-SB294	763	1,107,199.6	1,926,381.5	650.30				Average	
		ML-SB294	764	1,107,138.5	1,926,215.2	646.90				Average	
		ML-SB294	765	1,107,028.5	1,925,857.6	643.00				Average	
		ML-SB294	766	1,106,991.9	1,925,733.1	642.80				Average	
		ML-SB294	767	1,106,880.8	1,925,363.1	641.00				Average	
		ML-SB294	768	1,106,794.1	1,925,078.1	640.90				Average	
		ML-SB294	769	1,106,765.2	1,924,975.9	639.90				Average	
		ML-SB294	770	1,106,693.0	1,924,722.6	641.90				Average	
		ML-SB294	771	1,106,616.6	1,924,456.2	646.50				Average	
		ML-SB294	772	1,106,544.5	1,924,203.0	651.60				Average	
		ML-SB294	773	1,106,512.4	1,924,093.4	653.80				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	774	1,106,469.8	1,923,966.4	655.80				Average	
		ML-SB294	775	1,106,447.2	1,923,896.1	657.50				Average	
		ML-SB294	776	1,106,418.6	1,923,814.4	658.20				Average	
		ML-SB294	777	1,106,320.6	1,923,557.2	660.70					
ML-SB294-OL-05	24.0	ML-SB294	778	1,106,320.6	1,923,557.2	660.70				Average	
		ML-SB294	779	1,106,263.9	1,923,410.2	667.00				Average	
		ML-SB294	780	1,106,178.4	1,923,205.1	673.00				Average	Y
		ML-SB294	781	1,106,111.8	1,923,065.9	673.00				Average	Y
		ML-SB294	782	1,106,055.4	1,922,947.9	676.60				Average	Y
		ML-SB294	783	1,105,965.4	1,922,796.2	679.00				Average	Y
		ML-SB294	784	1,105,891.5	1,922,674.4	681.40				Average	Y
		ML-SB294	785	1,105,803.4	1,922,554.1	683.20				Average	Y
		ML-SB294	786	1,105,710.2	1,922,436.9	685.40				Average	Y
		ML-SB294	787	1,105,608.8	1,922,319.8	686.50				Average	Y
		ML-SB294	788	1,105,467.4	1,922,173.8	688.00				Average	Y
		ML-SB294	789	1,105,357.8	1,922,076.5	688.70				Average	Y
		ML-SB294	790	1,105,200.2	1,921,948.2	689.10				Average	Y
		ML-SB294	791	1,105,094.1	1,921,871.2	688.90				Average	Y
		ML-SB294	792	1,104,926.4	1,921,760.2	687.40				Average	Y
		ML-SB294	793	1,104,751.4	1,921,662.4	686.90				Average	Y
		ML-SB294	794	1,104,556.2	1,921,574.1	683.60				Average	Y
		ML-SB294	795	1,104,356.6	1,921,486.2	679.50				Average	Y
		ML-SB294	796	1,104,232.6	1,921,444.8	679.50				Average	Y
		ML-SB294	797	1,104,077.4	1,921,398.2	675.90				Average	Y
		ML-SB294	798	1,103,829.0	1,921,337.9	673.00				Average	Y
		ML-SB294	799	1,103,770.6	1,921,322.8	673.00				Average	
		ML-SB294	800	1,103,518.0	1,921,260.2	662.30				Average	
		ML-SB294	801	1,103,000.8	1,921,130.1	661.80				Average	
		ML-SB294	802	1,102,409.8	1,920,982.8	655.00				Average	
		ML-SB294	803	1,101,636.2	1,920,795.2	652.00				Average	
		ML-SB294	804	1,101,268.0	1,920,710.8	652.10				Average	
		ML-SB294	805	1,100,861.8	1,920,618.6	653.90				Average	
		ML-SB294	806	1,100,809.8	1,920,607.8	653.90				Average	
		ML-SB294	807	1,099,987.2	1,920,421.8	658.30				Average	
		ML-SB294	808	1,099,714.9	1,920,361.2	661.80				Average	
		ML-SB294	809	1,099,132.6	1,920,229.1	677.90				Average	
		ML-SB294	810	1,098,755.0	1,920,128.5	690.20				Average	
		ML-SB294	811	1,098,602.4	1,920,073.2	694.20				Average	
		ML-SB294	812	1,098,473.8	1,920,013.8	697.10				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	813	1,098,376.4	1,919,968.8	697.60				Average	
		ML-SB294	814	1,098,302.2	1,919,929.4	696.00				Average	Y
		ML-SB294	815	1,098,162.8	1,919,849.9	695.00				Average	
		ML-SB294	816	1,098,045.2	1,919,777.0	700.00				Average	
		ML-SB294	817	1,097,920.9	1,919,685.4	698.60				Average	
		ML-SB294	818	1,097,790.2	1,919,580.5	697.10				Average	
		ML-SB294	819	1,097,686.2	1,919,488.8	695.40				Average	
		ML-SB294	820	1,097,600.0	1,919,409.8	691.00				Average	
		ML-SB294	821	1,097,493.8	1,919,294.4	688.70				Average	
		ML-SB294	822	1,097,398.0	1,919,173.6	685.30				Average	
		ML-SB294	823	1,097,332.0	1,919,087.5	684.10				Average	
		ML-SB294	824	1,097,217.4	1,918,917.2	682.60				Average	
		ML-SB294	825	1,097,161.2	1,918,831.2	680.70				Average	
		ML-SB294	826	1,097,077.8	1,918,679.1	681.40				Average	
		ML-SB294	827	1,097,003.8	1,918,522.9	682.20				Average	
		ML-SB294	828	1,096,963.6	1,918,428.6	683.30				Average	
		ML-SB294	829	1,096,925.6	1,918,331.8	685.90				Average	
		ML-SB294	830	1,096,894.4	1,918,216.6	687.80				Average	
		ML-SB294	831	1,096,858.8	1,918,099.4	688.60				Average	
		ML-SB294	832	1,096,831.9	1,917,970.1	688.80				Average	
		ML-SB294	833	1,096,808.5	1,917,857.2	687.00				Average	Y
		ML-SB294	834	1,096,798.1	1,917,783.5	687.00				Average	
		ML-SB294	835	1,096,774.6	1,917,594.2	686.60				Average	
		ML-SB294	836	1,096,766.8	1,917,438.0	683.70				Average	
		ML-SB294	837	1,096,764.2	1,917,061.2	675.40				Average	
		ML-SB294	838	1,096,764.2	1,916,541.2	666.60				Average	
		ML-SB294	839	1,096,765.1	1,916,002.2	659.10				Average	
		ML-SB294	840	1,096,765.1	1,915,490.1	659.10				Average	
		ML-SB294	841	1,096,766.0	1,914,982.9	660.10				Average	
		ML-SB294	842	1,096,765.0	1,914,493.4	661.40				Average	
		ML-SB294	843	1,096,767.1	1,914,046.5	662.00				Average	
		ML-SB294	844	1,096,766.0	1,913,790.2	662.10				Average	
		ML-SB294	845	1,096,765.8	1,913,188.2	663.50				Average	
		ML-SB294	846	1,096,766.5	1,912,738.8	664.10				Average	
		ML-SB294	847	1,096,766.5	1,912,209.2	665.40				Average	
		ML-SB294	848	1,096,767.4	1,911,687.5	666.40				Average	
		ML-SB294	849	1,096,765.8	1,911,264.8	667.50				Average	
		ML-SB294	850	1,096,768.2	1,910,914.0	670.40				Average	
		ML-SB294	851	1,096,766.5	1,910,484.2	678.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	852	1,096,765.8	1,909,794.2	692.50					
ML-SB294-OL-04	24.0	ML-SB294	853	1,096,765.8	1,909,794.2	692.50				Average	
		ML-SB294	854	1,096,773.2	1,909,286.4	697.20				Average	
		ML-SB294	855	1,096,774.2	1,909,009.0	693.90				Average	Y
		ML-SB294	856	1,096,770.0	1,908,738.8	693.90				Average	
		ML-SB294	857	1,096,770.0	1,908,658.2	693.70				Average	
		ML-SB294	858	1,096,769.8	1,908,252.9	688.40				Average	
		ML-SB294	859	1,096,768.2	1,908,027.8	685.20				Average	
		ML-SB294	860	1,096,770.4	1,907,638.2	684.20				Average	
		ML-SB294	861	1,096,771.4	1,907,372.6	687.70				Average	
		ML-SB294	862	1,096,770.4	1,906,978.9	695.10				Average	
		ML-SB294	863	1,096,771.4	1,906,801.8	699.00				Average	
		ML-SB294	864	1,096,778.6	1,906,426.8	705.00				Average	Y
		ML-SB294	865	1,096,784.8	1,906,244.5	707.00				Average	
		ML-SB294	866	1,096,792.2	1,906,162.2	709.00				Average	
		ML-SB294	867	1,096,798.5	1,906,009.1	708.60				Average	
		ML-SB294	868	1,096,817.2	1,905,866.4	708.50				Average	
		ML-SB294	869	1,096,833.9	1,905,726.8	706.90				Average	
		ML-SB294	870	1,096,856.8	1,905,598.8	700.00				Average	Y
		ML-SB294	871	1,096,933.9	1,905,243.5	695.50				Average	
		ML-SB294	872	1,096,954.8	1,905,149.8	697.80				Average	
		ML-SB294	873	1,097,001.6	1,904,940.2	695.20				Average	
		ML-SB294	874	1,097,053.8	1,904,707.0	690.90				Average	
		ML-SB294	875	1,097,075.6	1,904,624.8	689.80				Average	
		ML-SB294	876	1,097,107.9	1,904,487.2	688.30				Average	
		ML-SB294	877	1,097,138.1	1,904,361.2	686.10				Average	
		ML-SB294	878	1,097,162.0	1,904,250.8	684.90				Average	
		ML-SB294	879	1,097,198.5	1,904,118.5	683.00				Average	
		ML-SB294	880	1,097,234.9	1,903,954.9	679.80				Average	
		ML-SB294	881	1,097,258.9	1,903,832.0	678.10				Average	
		ML-SB294	882	1,097,281.8	1,903,692.4	676.00				Average	
		ML-SB294	883	1,097,297.4	1,903,571.6	673.00				Average	
		ML-SB294	884	1,097,306.8	1,903,478.9	672.20				Average	
		ML-SB294	885	1,097,314.1	1,903,366.4	670.10				Average	
		ML-SB294	886	1,097,318.2	1,903,261.2	669.90				Average	
		ML-SB294	887	1,097,319.2	1,903,148.8	669.50				Average	
		ML-SB294	888	1,097,317.2	1,903,032.0	668.70				Average	
		ML-SB294	889	1,097,315.1	1,902,867.4	670.20				Average	
		ML-SB294	890	1,097,307.9	1,902,745.5	675.70				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	891	1,097,290.1	1,902,601.8	678.90				Average	
		ML-SB294	892	1,097,283.9	1,902,549.8	676.50				Average	
		ML-SB294	893	1,097,265.1	1,902,412.2	677.00				Average	
		ML-SB294	894	1,097,236.0	1,902,249.8	680.90				Average	
		ML-SB294	895	1,097,203.8	1,902,090.2	685.00				Average	
		ML-SB294	896	1,097,172.4	1,901,934.1	687.70					
ML-SB294-OL-03	24.0	ML-SB294	897	1,097,172.4	1,901,934.1	687.70				Average	
		ML-SB294	898	1,097,136.0	1,901,764.2	691.60				Average	
		ML-SB294	899	1,097,074.8	1,901,475.8	697.80				Average	
		ML-SB294	900	1,097,011.2	1,901,139.8	706.40				Average	
		ML-SB294	901	1,096,985.2	1,900,994.0	709.80				Average	
		ML-SB294	902	1,096,967.1	1,900,874.2	712.10				Average	
		ML-SB294	903	1,096,952.2	1,900,753.5	714.90				Average	
		ML-SB294	904	1,096,931.5	1,900,534.8	719.30				Average	
		ML-SB294	905	1,096,919.2	1,900,366.4	720.00				Average	Y
		ML-SB294	906	1,096,914.2	1,899,973.2	720.00				Average	
		ML-SB294	907	1,096,917.6	1,899,842.1	723.00				Average	
		ML-SB294	908	1,096,921.0	1,899,739.6	722.90				Average	
		ML-SB294	909	1,096,943.6	1,899,480.1	722.00				Average	
		ML-SB294	910	1,096,970.5	1,899,195.4	721.00				Average	
		ML-SB294	911	1,096,989.6	1,898,972.2	721.70				Average	
		ML-SB294	912	1,097,013.9	1,898,717.4	722.00				Average	Y
		ML-SB294	913	1,097,064.4	1,898,179.4	722.00				Average	
		ML-SB294	914	1,097,084.1	1,898,000.5	722.00				Average	
		ML-SB294	915	1,097,101.4	1,897,873.8	721.50				Average	
		ML-SB294	916	1,097,127.5	1,897,719.8	719.00				Average	Y
		ML-SB294	917	1,097,156.4	1,897,544.2	716.00				Average	
		ML-SB294	918	1,097,211.8	1,897,245.2	715.60					
ML-SB294-OL-02	24.0	ML-SB294	919	1,097,211.8	1,897,245.2	715.60				Average	
		ML-SB294	920	1,097,279.6	1,896,868.1	712.00				Average	Y
		ML-SB294	921	1,097,296.1	1,896,787.8	712.00				Average	
		ML-SB294	922	1,097,307.2	1,896,727.0	711.40				Average	
		ML-SB294	923	1,097,357.5	1,896,442.2	713.50				Average	
		ML-SB294	924	1,097,408.4	1,896,167.9	716.00				Average	
		ML-SB294	925	1,097,435.2	1,896,004.8	718.10				Average	
		ML-SB294	926	1,097,470.1	1,895,817.2	721.00				Average	
		ML-SB294	927	1,097,523.2	1,895,575.2	724.40				Average	
		ML-SB294	928	1,097,539.0	1,895,490.8	721.00				Average	Y
		ML-SB294	929	1,097,553.8	1,895,397.4	720.00				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	930	1,097,574.6	1,895,270.2	720.00				Average	Y
		ML-SB294	931	1,097,593.2	1,895,137.8	720.00				Average	Y
		ML-SB294	932	1,097,611.1	1,894,993.2	720.00				Average	
		ML-SB294	933	1,097,620.4	1,894,878.0	715.20				Average	
		ML-SB294	934	1,097,625.2	1,894,794.6	715.50				Average	
		ML-SB294	935	1,097,625.2	1,894,667.6	713.50				Average	
		ML-SB294	936	1,097,621.8	1,894,541.2	712.10				Average	
		ML-SB294	937	1,097,611.4	1,894,393.9	709.20				Average	
		ML-SB294	938	1,097,603.0	1,894,320.2	708.50				Average	
		ML-SB294	939	1,097,572.5	1,894,145.2	705.10				Average	
		ML-SB294	940	1,097,526.0	1,893,925.2	702.00				Average	
		ML-SB294	941	1,097,457.2	1,893,624.6	699.10				Average	Y
		ML-SB294	942	1,097,407.1	1,893,405.0	698.90				Average	
		ML-SB294	943	1,097,311.2	1,892,980.9	698.60				Average	
		ML-SB294	944	1,097,251.5	1,892,712.9	700.00				Average	Y
		ML-SB294	945	1,097,232.2	1,892,628.8	700.00				Average	
		ML-SB294	946	1,097,182.6	1,892,409.6	704.30				Average	
		ML-SB294	947	1,097,168.0	1,892,348.8	703.50				Average	
		ML-SB294	948	1,097,131.4	1,892,186.8	702.00				Average	
		ML-SB294	949	1,097,097.1	1,892,032.2	700.70				Average	
		ML-SB294	950	1,097,076.4	1,891,938.0	699.90				Average	
		ML-SB294	951	1,097,058.0	1,891,860.5	699.00				Average	
		ML-SB294	952	1,097,025.8	1,891,713.6	698.00				Average	
		ML-SB294	953	1,097,002.9	1,891,615.2	697.20				Average	
		ML-SB294	954	1,096,972.9	1,891,471.9	696.60				Average	
		ML-SB294	955	1,096,952.9	1,891,367.5	696.10					
ML-SB294-OL-01	24.0	ML-SB294	958	1,096,952.9	1,891,367.5	696.10				Average	
		ML-SB294	959	1,096,935.8	1,891,223.0	694.90				Average	
		ML-SB294	960	1,096,925.1	1,891,099.1	693.20				Average	
		ML-SB294	961	1,096,921.8	1,891,026.2	692.10				Average	
		ML-SB294	962	1,096,920.1	1,890,927.5	691.20				Average	
		ML-SB294	963	1,096,925.8	1,890,777.5	690.60				Average	
		ML-SB294	964	1,096,931.8	1,890,675.2	690.60				Average	
		ML-SB294	965	1,096,940.8	1,890,584.1	689.90				Average	
		ML-SB294	966	1,096,954.0	1,890,430.8	690.10				Average	
		ML-SB294	967	1,096,970.8	1,890,233.0	690.00				Average	
		ML-SB294	968	1,096,988.4	1,890,031.9	690.90				Average	
		ML-SB294	969	1,097,002.9	1,889,864.1	691.00				Average	
		ML-SB294	970	1,097,012.9	1,889,710.2	692.10				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	971	1,097,020.8	1,889,515.2	692.00				Average	
		ML-SB294	972	1,097,026.2	1,889,370.2	691.30				Average	
		ML-SB294	973	1,097,030.1	1,889,181.2	689.00				Average	
		ML-SB294	974	1,097,030.8	1,888,837.5	684.40				Average	
		ML-SB294	975	1,097,030.8	1,888,622.5	681.70				Average	
		ML-SB294	976	1,097,032.2	1,888,288.0	678.00				Average	
		ML-SB294	977	1,097,035.1	1,888,143.6	676.70				Average	
		ML-SB294	978	1,097,039.5	1,887,971.2	675.50				Average	
		ML-SB294	2202	1,097,050.1	1,887,729.8	673.80				Average	
		ML-SB294	2203	1,097,061.8	1,887,401.9	672.00					
ML-SB294-IL-10	24.0	ML-SB294	979	1,110,243.2	1,935,737.6	642.00				Average	
		ML-SB294	980	1,110,273.0	1,935,513.2	643.00				Average	
		ML-SB294	981	1,110,325.1	1,935,076.8	644.00					
ML-SB294-IL-09	24.0	ML-SB294	982	1,110,325.1	1,935,076.8	644.00				Average	
		ML-SB294	983	1,110,345.6	1,934,914.2	644.00				Average	
		ML-SB294	984	1,110,378.0	1,934,651.6	643.70				Average	
		ML-SB294	985	1,110,403.2	1,934,460.6	643.00				Average	
		ML-SB294	986	1,110,414.5	1,934,362.5	642.50				Average	
		ML-SB294	987	1,110,429.2	1,934,237.5	642.00				Average	
		ML-SB294	988	1,110,444.0	1,934,090.8	641.40				Average	
		ML-SB294	989	1,110,455.2	1,933,973.6	641.80				Average	
		ML-SB294	990	1,110,458.8	1,933,876.4	640.90				Average	
		ML-SB294	991	1,110,458.8	1,933,748.8	640.90				Average	
		ML-SB294	992	1,110,456.2	1,933,649.0	640.90				Average	
		ML-SB294	993	1,110,444.9	1,933,526.6	641.00				Average	
		ML-SB294	994	1,110,428.4	1,933,381.6	641.90				Average	
		ML-SB294	995	1,110,408.4	1,933,263.6	643.20				Average	
		ML-SB294	996	1,110,385.9	1,933,152.8	645.00					
ML-SB294-IL-08	24.0	ML-SB294	997	1,110,385.9	1,933,152.8	645.00				Average	
		ML-SB294	998	1,110,374.4	1,933,104.2	645.50				Average	
		ML-SB294	999	1,110,339.8	1,932,975.0	648.50				Average	
		ML-SB294	1000	1,110,295.9	1,932,842.4	651.00				Average	
		ML-SB294	1001	1,110,228.6	1,932,673.6	655.00				Average	
		ML-SB294	1002	1,110,157.8	1,932,518.8	659.00				Average	
		ML-SB294	1003	1,110,100.8	1,932,398.6	661.90				Average	
		ML-SB294	1004	1,110,006.2	1,932,204.2	666.00				Average	
		ML-SB294	1005	1,109,891.1	1,931,963.9	668.00				Average	Y
		ML-SB294	1006	1,109,686.2	1,931,546.5	670.00				Average	
		ML-SB294	1007	1,109,611.2	1,931,386.8	669.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1008	1,109,493.1	1,931,142.4	666.30				Average	
		ML-SB294	1009	1,109,408.4	1,930,963.2	665.40				Average	
		ML-SB294	1010	1,109,311.2	1,930,761.8	663.00				Average	
		ML-SB294	1011	1,109,244.5	1,930,627.1	662.00				Average	
		ML-SB294	1012	1,109,154.2	1,930,433.2	660.00				Average	Y
		ML-SB294	1013	1,109,122.8	1,930,370.8	660.00				Average	
		ML-SB294	1014	1,109,052.2	1,930,225.0	658.80				Average	
		ML-SB294	1015	1,108,934.8	1,929,975.0	655.10				Average	
		ML-SB294	1016	1,108,882.0	1,929,865.2	654.00				Average	
		ML-SB294	1017	1,108,813.2	1,929,725.8	652.10				Average	
		ML-SB294	1018	1,108,707.8	1,929,504.9	650.00				Average	
		ML-SB294	1019	1,108,666.1	1,929,417.4	649.00				Average	
		ML-SB294	1020	1,108,524.4	1,929,122.9	646.60				Average	
		ML-SB294	1021	1,108,448.0	1,928,969.5	645.30				Average	
		ML-SB294	1022	1,108,339.8	1,928,740.6	644.00				Average	
		ML-SB294	1023	1,108,226.9	1,928,507.1	643.10					
ML-SB294-IL-07	24.0	ML-SB294	1024	1,108,226.9	1,928,507.1	643.10				Average	
		ML-SB294	1025	1,108,197.8	1,928,448.8	643.50				Average	
		ML-SB294	1026	1,108,047.8	1,928,136.9	645.00				Average	
		ML-SB294	1027	1,107,982.5	1,928,004.2	646.70				Average	
		ML-SB294	1028	1,107,915.8	1,927,864.0	648.50				Average	
		ML-SB294	1029	1,107,807.2	1,927,640.0	652.70				Average	
		ML-SB294	1030	1,107,585.6	1,927,170.8	661.00				Average	Y
		ML-SB294	1031	1,107,546.2	1,927,089.0	661.00				Average	
		ML-SB294	1032	1,107,500.4	1,926,995.6	660.00				Average	
		ML-SB294	1033	1,107,377.0	1,926,740.9	657.00					
ML-SB294-IL-06	24.0	ML-SB294	1034	1,107,377.0	1,926,740.9	657.00				Average	
		ML-SB294	1035	1,107,310.8	1,926,590.9	653.70				Average	
		ML-SB294	1036	1,107,267.4	1,926,484.2	651.90				Average	
		ML-SB294	1037	1,107,225.8	1,926,380.9	649.90				Average	
		ML-SB294	1038	1,107,164.6	1,926,214.8	646.10				Average	
		ML-SB294	1039	1,107,054.6	1,925,857.0	643.00				Average	
		ML-SB294	1040	1,107,018.0	1,925,732.6	643.10				Average	
		ML-SB294	1041	1,106,906.9	1,925,362.6	642.10				Average	
		ML-SB294	1042	1,106,820.2	1,925,077.6	641.00				Average	
		ML-SB294	1043	1,106,791.2	1,924,975.2	638.80				Average	
		ML-SB294	1044	1,106,719.1	1,924,722.0	641.90				Average	
		ML-SB294	1045	1,106,642.8	1,924,455.8	646.90				Average	
		ML-SB294	1046	1,106,570.6	1,924,202.4	651.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1047	1,106,538.5	1,924,092.8	654.00				Average	
		ML-SB294	1048	1,106,494.6	1,923,962.9	656.40				Average	
		ML-SB294	1049	1,106,475.2	1,923,899.9	658.00				Average	
		ML-SB294	1050	1,106,444.1	1,923,815.0	659.40				Average	
		ML-SB294	1051	1,106,347.2	1,923,551.5	664.50					
ML-SB294-IL-05	24.0	ML-SB294	1052	1,106,347.2	1,923,551.5	664.50				Average	
		ML-SB294	1053	1,106,290.9	1,923,407.8	667.00				Average	
		ML-SB294	1054	1,106,205.5	1,923,208.2	673.00				Average	Y
		ML-SB294	1055	1,106,143.6	1,923,071.2	673.00				Average	Y
		ML-SB294	1056	1,106,084.2	1,922,952.0	676.60				Average	Y
		ML-SB294	1057	1,105,996.2	1,922,800.6	679.00				Average	Y
		ML-SB294	1058	1,105,921.2	1,922,677.0	681.40				Average	Y
		ML-SB294	1059	1,105,831.1	1,922,552.5	683.20				Average	Y
		ML-SB294	1060	1,105,748.2	1,922,445.2	685.40				Average	Y
		ML-SB294	1061	1,105,651.9	1,922,330.1	686.50				Average	Y
		ML-SB294	1062	1,105,509.2	1,922,185.2	688.00				Average	Y
		ML-SB294	1063	1,105,399.2	1,922,082.8	688.70				Average	Y
		ML-SB294	1064	1,105,247.8	1,921,956.1	689.10				Average	Y
		ML-SB294	1065	1,105,121.8	1,921,858.8	688.90				Average	Y
		ML-SB294	1066	1,104,949.2	1,921,745.2	687.40				Average	Y
		ML-SB294	1067	1,104,769.1	1,921,643.1	686.90				Average	Y
		ML-SB294	1068	1,104,573.8	1,921,547.8	683.60				Average	Y
		ML-SB294	1069	1,104,364.9	1,921,465.0	679.50				Average	Y
		ML-SB294	1070	1,104,269.6	1,921,430.6	679.50				Average	Y
		ML-SB294	1071	1,104,095.1	1,921,378.0	675.90				Average	Y
		ML-SB294	1072	1,103,838.9	1,921,314.0	673.00				Average	Y
		ML-SB294	1073	1,103,799.2	1,921,304.1	673.00				Average	
		ML-SB294	1074	1,103,555.0	1,921,242.1	669.10				Average	
		ML-SB294	1075	1,103,015.4	1,921,107.2	663.20				Average	
		ML-SB294	1076	1,102,423.8	1,920,959.2	656.00				Average	
		ML-SB294	1077	1,101,658.1	1,920,774.4	652.20				Average	
		ML-SB294	1078	1,101,285.2	1,920,686.9	652.30				Average	
		ML-SB294	1079	1,100,856.6	1,920,593.1	654.10				Average	
		ML-SB294	1080	1,100,809.2	1,920,582.8	654.30				Average	
		ML-SB294	1081	1,100,017.5	1,920,404.1	659.00				Average	
		ML-SB294	1082	1,099,740.4	1,920,339.5	662.70				Average	
		ML-SB294	1083	1,099,165.4	1,920,210.8	677.90				Average	
		ML-SB294	1084	1,098,796.8	1,920,115.0	689.30				Average	
		ML-SB294	1085	1,098,634.2	1,920,056.8	693.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1086	1,098,501.4	1,920,002.5	696.90				Average	
		ML-SB294	1087	1,098,406.6	1,919,958.8	697.60				Average	
		ML-SB294	1088	1,098,302.8	1,919,904.8	696.00				Average	Y
		ML-SB294	1089	1,098,162.8	1,919,825.5	695.00				Average	
		ML-SB294	1090	1,098,067.0	1,919,764.0	700.10				Average	
		ML-SB294	1091	1,097,962.2	1,919,689.0	699.70				Average	
		ML-SB294	1092	1,097,827.9	1,919,585.8	698.00				Average	
		ML-SB294	1093	1,097,723.8	1,919,493.1	695.70				Average	
		ML-SB294	1094	1,097,640.4	1,919,416.0	693.10				Average	
		ML-SB294	1095	1,097,527.4	1,919,296.2	689.30				Average	
		ML-SB294	1096	1,097,427.9	1,919,180.6	686.90				Average	
		ML-SB294	1097	1,097,358.1	1,919,090.0	684.90				Average	
		ML-SB294	1098	1,097,242.5	1,918,919.8	682.30				Average	
		ML-SB294	1099	1,097,188.2	1,918,831.8	681.90				Average	
		ML-SB294	1100	1,097,100.2	1,918,676.5	682.00				Average	
		ML-SB294	1101	1,097,034.9	1,918,521.6	683.00				Average	
		ML-SB294	1102	1,096,994.1	1,918,426.1	684.00				Average	
		ML-SB294	1103	1,096,956.0	1,918,329.8	685.10				Average	
		ML-SB294	1104	1,096,919.5	1,918,216.1	687.10				Average	
		ML-SB294	1105	1,096,883.9	1,918,098.9	688.50				Average	
		ML-SB294	1106	1,096,857.0	1,917,969.5	688.80				Average	
		ML-SB294	1107	1,096,833.6	1,917,856.8	687.00				Average	Y
		ML-SB294	1108	1,096,823.1	1,917,782.9	687.00				Average	
		ML-SB294	1109	1,096,799.8	1,917,593.8	686.70				Average	
		ML-SB294	1110	1,096,791.9	1,917,437.4	683.60				Average	
		ML-SB294	1111	1,096,789.2	1,917,060.8	676.50				Average	
		ML-SB294	1112	1,096,789.2	1,916,540.8	667.00				Average	
		ML-SB294	1113	1,096,790.2	1,916,001.8	659.20				Average	
		ML-SB294	1114	1,096,790.2	1,915,489.5	659.20				Average	
		ML-SB294	1115	1,096,791.1	1,914,982.4	660.10				Average	
		ML-SB294	1116	1,096,790.0	1,914,492.8	661.70				Average	
		ML-SB294	1117	1,096,792.1	1,914,045.9	662.10				Average	
		ML-SB294	1118	1,096,791.1	1,913,789.8	662.20				Average	
		ML-SB294	1119	1,096,790.8	1,913,187.8	663.80				Average	
		ML-SB294	1120	1,096,791.6	1,912,738.1	664.70				Average	
		ML-SB294	1121	1,096,791.6	1,912,208.6	665.90				Average	
		ML-SB294	1122	1,096,792.5	1,911,686.9	667.00				Average	
		ML-SB294	1123	1,096,790.8	1,911,264.2	668.30				Average	
		ML-SB294	1124	1,096,793.2	1,910,913.5	671.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1125	1,096,791.6	1,910,483.8	679.00				Average	
		ML-SB294	1126	1,096,790.8	1,909,793.8	693.00					
ML-SB294-IL-04	24.0	ML-SB294	1127	1,096,790.8	1,909,793.8	693.00				Average	
		ML-SB294	1128	1,096,798.2	1,909,285.9	698.00				Average	
		ML-SB294	1129	1,096,800.2	1,909,008.4	693.90				Average	Y
		ML-SB294	1130	1,096,796.1	1,908,738.2	693.90				Average	
		ML-SB294	1131	1,096,796.1	1,908,657.8	693.90				Average	
		ML-SB294	1132	1,096,795.8	1,908,252.2	688.60				Average	
		ML-SB294	1133	1,096,794.4	1,908,027.2	685.50				Average	
		ML-SB294	1134	1,096,796.5	1,907,637.8	684.80				Average	
		ML-SB294	1135	1,096,797.5	1,907,372.1	688.60				Average	
		ML-SB294	1136	1,096,796.5	1,906,978.2	696.10				Average	
		ML-SB294	1137	1,096,797.5	1,906,801.2	699.90				Average	
		ML-SB294	1138	1,096,802.8	1,906,451.0	705.00				Average	Y
		ML-SB294	1139	1,096,811.9	1,906,277.9	707.00				Average	
		ML-SB294	1140	1,096,818.2	1,906,161.8	709.70				Average	
		ML-SB294	1141	1,096,824.6	1,906,008.5	709.00				Average	
		ML-SB294	1142	1,096,843.2	1,905,865.8	708.00				Average	
		ML-SB294	1143	1,096,860.0	1,905,726.2	707.00				Average	
		ML-SB294	1144	1,096,882.9	1,905,598.1	700.00				Average	Y
		ML-SB294	1145	1,096,960.0	1,905,242.9	695.50				Average	
		ML-SB294	1146	1,096,980.8	1,905,149.2	698.10				Average	
		ML-SB294	1147	1,097,027.8	1,904,939.8	695.30				Average	
		ML-SB294	1148	1,097,079.8	1,904,706.4	692.00				Average	
		ML-SB294	1149	1,097,101.8	1,904,624.2	690.40				Average	
		ML-SB294	1150	1,097,134.0	1,904,486.8	688.50				Average	
		ML-SB294	1151	1,097,164.2	1,904,360.6	686.80				Average	
		ML-SB294	1152	1,097,188.1	1,904,250.2	685.00				Average	
		ML-SB294	1153	1,097,224.6	1,904,117.9	683.00				Average	
		ML-SB294	1154	1,097,261.0	1,903,954.4	680.20				Average	
		ML-SB294	1155	1,097,285.0	1,903,831.4	678.30				Average	
		ML-SB294	1156	1,097,307.9	1,903,691.9	676.00				Average	
		ML-SB294	1157	1,097,323.5	1,903,571.0	674.00				Average	
		ML-SB294	1158	1,097,332.9	1,903,478.2	672.90				Average	
		ML-SB294	1159	1,097,340.2	1,903,365.8	671.20				Average	
		ML-SB294	1160	1,097,344.4	1,903,260.6	670.50				Average	
		ML-SB294	1161	1,097,345.4	1,903,148.1	670.00				Average	
		ML-SB294	1162	1,097,343.2	1,903,031.4	669.90				Average	
		ML-SB294	1163	1,097,341.2	1,902,866.9	670.30				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1164	1,097,334.0	1,902,745.0	672.90				Average	
		ML-SB294	1165	1,097,316.2	1,902,601.2	675.60				Average	
		ML-SB294	1166	1,097,310.0	1,902,549.2	675.10				Average	
		ML-SB294	1167	1,097,291.2	1,902,411.8	677.90				Average	
		ML-SB294	1168	1,097,262.1	1,902,249.2	681.40				Average	
		ML-SB294	1169	1,097,229.8	1,902,089.8	685.00				Average	
		ML-SB294	1170	1,097,198.5	1,901,933.5	688.00					
ML-SB294-IL-03	24.0	ML-SB294	1171	1,097,198.5	1,901,933.5	688.00				Average	
		ML-SB294	1172	1,097,162.1	1,901,763.8	692.00				Average	
		ML-SB294	1173	1,097,100.8	1,901,475.2	698.20				Average	
		ML-SB294	1174	1,097,037.4	1,901,139.2	706.10				Average	
		ML-SB294	1175	1,097,011.4	1,900,993.4	709.10				Average	
		ML-SB294	1176	1,096,993.2	1,900,873.6	711.70				Average	
		ML-SB294	1177	1,096,978.4	1,900,753.0	714.00				Average	
		ML-SB294	1178	1,096,957.6	1,900,534.2	718.90				Average	
		ML-SB294	1179	1,096,945.0	1,900,361.4	720.00				Average	Y
		ML-SB294	1180	1,096,940.2	1,899,971.8	720.00				Average	
		ML-SB294	1181	1,096,943.8	1,899,841.5	723.10				Average	
		ML-SB294	1182	1,096,947.2	1,899,739.1	722.50				Average	
		ML-SB294	1183	1,096,969.8	1,899,479.5	722.00				Average	
		ML-SB294	1184	1,096,996.6	1,899,194.8	722.00				Average	
		ML-SB294	1185	1,097,015.8	1,898,971.8	722.90				Average	
		ML-SB294	1186	1,097,044.8	1,898,666.8	722.00				Average	Y
		ML-SB294	1187	1,097,093.8	1,898,143.6	722.00				Average	
		ML-SB294	1188	1,097,110.2	1,897,999.9	721.60				Average	
		ML-SB294	1189	1,097,127.5	1,897,873.2	721.00				Average	
		ML-SB294	1190	1,097,153.6	1,897,709.1	719.00				Average	Y
		ML-SB294	1191	1,097,180.5	1,897,539.8	716.00				Average	
		ML-SB294	1192	1,097,237.8	1,897,244.8	716.00					
ML-SB294-IL-02	24.0	ML-SB294	1193	1,097,237.8	1,897,244.8	716.00				Average	
		ML-SB294	1194	1,097,303.9	1,896,875.9	712.00				Average	Y
		ML-SB294	1195	1,097,320.9	1,896,794.1	712.00				Average	
		ML-SB294	1196	1,097,333.2	1,896,726.5	711.90				Average	
		ML-SB294	1197	1,097,383.6	1,896,441.8	714.00				Average	
		ML-SB294	1198	1,097,434.5	1,896,167.2	716.20				Average	
		ML-SB294	1199	1,097,461.5	1,896,004.2	718.40				Average	
		ML-SB294	1200	1,097,496.2	1,895,816.8	721.40				Average	
		ML-SB294	1201	1,097,546.2	1,895,586.2	724.30				Average	
		ML-SB294	1202	1,097,562.8	1,895,505.2	721.00				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1203	1,097,579.9	1,895,396.9	720.00				Average	Y
		ML-SB294	1204	1,097,600.8	1,895,269.8	720.00				Average	Y
		ML-SB294	1205	1,097,619.4	1,895,137.1	720.00				Average	Y
		ML-SB294	1206	1,097,635.2	1,895,011.8	720.00				Average	
		ML-SB294	1207	1,097,646.5	1,894,877.4	718.70				Average	
		ML-SB294	1208	1,097,651.4	1,894,794.1	718.00				Average	
		ML-SB294	1209	1,097,651.4	1,894,667.0	715.20				Average	
		ML-SB294	1210	1,097,647.9	1,894,540.6	713.20				Average	
		ML-SB294	1211	1,097,637.5	1,894,393.4	710.20				Average	
		ML-SB294	1212	1,097,629.2	1,894,319.8	709.10				Average	
		ML-SB294	1213	1,097,598.6	1,894,144.8	706.30				Average	
		ML-SB294	1214	1,097,552.1	1,893,924.6	702.20				Average	
		ML-SB294	1215	1,097,489.2	1,893,649.8	699.20				Average	Y
		ML-SB294	1216	1,097,440.1	1,893,435.1	699.00				Average	
		ML-SB294	1217	1,097,337.2	1,892,980.4	698.60				Average	
		ML-SB294	1218	1,097,277.6	1,892,712.2	700.00				Average	Y
		ML-SB294	1219	1,097,258.2	1,892,628.2	700.00				Average	
		ML-SB294	1220	1,097,208.8	1,892,409.1	705.00				Average	
		ML-SB294	1221	1,097,194.1	1,892,348.2	704.60				Average	
		ML-SB294	1222	1,097,157.5	1,892,186.2	702.20				Average	
		ML-SB294	1223	1,097,123.2	1,892,031.8	701.00				Average	
		ML-SB294	1224	1,097,102.5	1,891,937.4	700.10				Average	
		ML-SB294	1225	1,097,084.1	1,891,860.0	699.50				Average	
		ML-SB294	1226	1,097,051.8	1,891,713.0	698.00				Average	
		ML-SB294	1227	1,097,029.0	1,891,614.8	697.10				Average	
		ML-SB294	1228	1,096,999.0	1,891,471.2	695.60				Average	
		ML-SB294	2206	1,096,979.0	1,891,366.9	694.70					
ML-SB294-IL-01	24.0	ML-SB294	1232	1,096,979.0	1,891,366.9	694.70				Average	
		ML-SB294	1233	1,096,961.8	1,891,222.5	693.10				Average	
		ML-SB294	1234	1,096,951.2	1,891,098.6	692.50				Average	
		ML-SB294	1235	1,096,947.9	1,891,025.8	691.40				Average	
		ML-SB294	1236	1,096,946.2	1,890,926.9	690.50				Average	
		ML-SB294	1237	1,096,951.8	1,890,776.9	689.90				Average	
		ML-SB294	1238	1,096,957.9	1,890,674.8	689.90				Average	
		ML-SB294	1239	1,096,966.8	1,890,583.6	689.40				Average	
		ML-SB294	1240	1,096,980.1	1,890,430.2	690.00				Average	
		ML-SB294	1241	1,096,996.8	1,890,232.5	690.00				Average	
		ML-SB294	1242	1,097,014.5	1,890,031.2	691.00				Average	
		ML-SB294	1243	1,097,029.0	1,889,863.6	691.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-SB294	1244	1,097,039.0	1,889,709.8	692.00				Average	
		ML-SB294	1245	1,097,046.8	1,889,514.8	692.00				Average	
		ML-SB294	1246	1,097,052.2	1,889,369.8	691.60				Average	
		ML-SB294	1247	1,097,056.2	1,889,180.8	689.20				Average	
		ML-SB294	1248	1,097,056.8	1,888,836.9	684.60				Average	
		ML-SB294	1249	1,097,056.8	1,888,621.9	682.00				Average	
		ML-SB294	1250	1,097,058.4	1,888,287.5	678.00				Average	
		ML-SB294	1251	1,097,061.2	1,888,143.0	677.00				Average	
		ML-SB294	1252	1,097,065.8	1,887,970.8	675.70				Average	
		ML-SB294	2204	1,097,076.2	1,887,729.1	674.00				Average	
		ML-SB294	2205	1,097,087.9	1,887,401.2	672.00					
ML-EB290-IL-X01	24.0	ML-EB290	1253	1,095,559.8	1,908,969.6	684.40				Average	
		ML-EB290	1254	1,095,681.8	1,908,853.8	684.70				Average	Y
		ML-EB290	1255	1,095,835.0	1,908,691.2	685.90				Average	
		ML-EB290	1256	1,095,947.4	1,908,570.5	685.60				Average	
		ML-EB290	1257	1,096,101.2	1,908,370.5	683.50				Average	
		ML-EB290	1258	1,096,244.6	1,908,147.2	680.70				Average	
		ML-EB290	1259	1,096,339.1	1,907,977.6	678.00				Average	
		ML-EB290	1260	1,096,453.6	1,907,722.1	676.10				Average	
		ML-EB290	1261	1,096,519.8	1,907,514.0	674.00				Average	
		ML-EB290	1262	1,096,589.8	1,907,219.8	676.40				Average	
		ML-EB290	1263	1,096,618.6	1,906,995.9	681.30				Average	
		ML-EB290	1264	1,096,628.8	1,906,869.4	685.30					
ML-EB290-IL-X02	24.0	ML-EB290	1265	1,096,628.8	1,906,869.4	685.30				Average	
		ML-EB290	1266	1,096,631.4	1,906,240.1	698.60				Average	Y
		ML-EB290	1267	1,096,631.5	1,905,979.6	698.80				Average	
		ML-EB290	1268	1,096,631.6	1,905,641.1	694.30				Average	Y
		ML-EB290	1269	1,096,631.8	1,905,415.4	692.00				Average	
		ML-EB290	1270	1,096,631.8	1,905,261.2	691.30				Average	
		ML-EB290	1271	1,096,631.9	1,904,734.0	677.50				Average	
		ML-EB290	1272	1,096,632.0	1,904,289.1	676.10				Average	
		ML-EB290	1273	1,096,632.1	1,903,923.1	677.80					
ML-EB290-IL-X03	24.0	ML-EB290	1274	1,096,632.1	1,903,923.1	677.80				Average	
		ML-EB290	1275	1,096,639.2	1,902,940.4	675.20					
ML-EB290-IL-X04	24.0	ML-EB290	1276	1,096,639.2	1,902,940.4	675.20				Average	
		ML-EB290	1277	1,096,641.0	1,902,444.2	676.00				Average	
		ML-EB290	1278	1,096,642.8	1,901,940.8	681.30				Average	
		ML-EB290	1279	1,096,643.6	1,901,673.9	686.00					
ML-EB290-IL-X05	24.0	ML-EB290	1280	1,096,643.6	1,901,673.9	686.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-EB290	1281	1,096,645.2	1,901,154.0	701.50				Average	
		ML-EB290	1282	1,096,645.8	1,901,002.9	706.00				Average	
		ML-EB290	1283	1,096,646.2	1,900,879.2	710.00				Average	
		ML-EB290	1284	1,096,646.6	1,900,752.9	713.10				Average	
		ML-EB290	1285	1,096,647.2	1,900,534.2	719.60				Average	
		ML-EB290	1286	1,096,647.9	1,900,377.9	717.40				Average	Y
		ML-EB290	1287	1,096,649.1	1,900,005.5	715.80				Average	
		ML-EB290	1288	1,096,654.2	1,899,626.5	714.60				Average	
		ML-EB290	1289	1,096,663.1	1,899,481.9	710.00				Average	
		ML-EB290	1290	1,096,690.4	1,899,321.5	705.00				Average	
		ML-EB290	1291	1,096,734.1	1,899,114.5	698.60				Average	
		ML-EB290	1292	1,096,795.9	1,898,930.8	692.90				Average	
		ML-EB290	1293	1,096,866.8	1,898,744.0	690.00				Average	
		ML-EB290	1294	1,096,946.8	1,898,578.2	689.10				Average	
		ML-EB290	1295	1,097,265.5	1,898,112.0	684.80				Average	
		ML-EB290	1296	1,097,381.1	1,897,976.8	683.10				Average	
		ML-EB290	1297	1,097,534.8	1,897,832.2	682.20				Average	
		ML-EB290	1298	1,097,818.2	1,897,626.2	682.00					
ML-EB290-IL-X06	24.0	ML-EB290	1299	1,097,818.2	1,897,626.2	682.00				Average	
		ML-EB290	1300	1,098,043.9	1,897,508.8	684.00				Average	
		ML-EB290	1301	1,098,259.4	1,897,401.8	686.90				Average	
		ML-EB290	1302	1,098,504.2	1,897,289.1	685.90				Average	Y
		ML-EB290	1303	1,098,646.1	1,897,224.1	685.90				Average	
		ML-EB290	1304	1,099,192.8	1,896,980.9	686.00				Average	
		ML-EB290	2198	1,099,623.1	1,896,783.6	684.20					
ML-EB290-OL-X01	12.0	ML-EB290	1305	1,095,541.4	1,908,961.8	683.80				Average	
		ML-EB290	1306	1,095,663.6	1,908,846.0	684.50				Average	Y
		ML-EB290	1307	1,095,820.0	1,908,682.2	685.40				Average	
		ML-EB290	1308	1,095,929.1	1,908,562.8	684.90				Average	
		ML-EB290	1309	1,096,082.9	1,908,362.6	682.90				Average	
		ML-EB290	1310	1,096,226.2	1,908,139.4	680.10				Average	
		ML-EB290	1311	1,096,320.8	1,907,969.8	678.30				Average	
		ML-EB290	1312	1,096,435.4	1,907,714.2	676.00				Average	
		ML-EB290	1313	1,096,501.5	1,907,506.2	674.00				Average	
		ML-EB290	1314	1,096,571.6	1,907,211.9	676.20				Average	
		ML-EB290	1315	1,096,600.4	1,906,988.1	681.80				Average	
		ML-EB290	1316	1,096,610.4	1,906,861.5	685.10					
ML-EB290-OL-X02	12.0	ML-EB290	1317	1,096,610.4	1,906,861.5	685.10				Average	
		ML-EB290	1318	1,096,610.9	1,906,208.6	698.40				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-EB290	1319	1,096,611.1	1,905,960.2	698.60				Average	
		ML-EB290	1320	1,096,611.2	1,905,640.0	691.80				Average	Y
		ML-EB290	1321	1,096,611.5	1,905,413.2	692.00				Average	
		ML-EB290	1322	1,096,611.6	1,905,259.2	690.10				Average	
		ML-EB290	1323	1,096,612.0	1,904,734.0	676.60				Average	
		ML-EB290	1324	1,096,612.2	1,904,288.0	675.70				Average	
		ML-EB290	1325	1,096,612.6	1,903,919.1	677.50					
ML-EB290-OL-X03	12.0	ML-EB290	1326	1,096,612.6	1,903,919.1	677.50				Average	
		ML-EB290	1327	1,096,622.0	1,902,942.5	675.20					
ML-EB290-OL-X04	12.0	ML-EB290	1328	1,096,622.0	1,902,942.5	675.20				Average	
		ML-EB290	1329	1,096,623.6	1,902,444.2	676.10				Average	
		ML-EB290	1330	1,096,625.2	1,901,940.9	681.40				Average	
		ML-EB290	1331	1,096,626.1	1,901,673.9	686.00					
ML-EB290-OL-X05	12.0	ML-EB290	1332	1,096,626.1	1,901,673.9	686.00				Average	
		ML-EB290	1333	1,096,627.8	1,901,154.2	701.50				Average	
		ML-EB290	1334	1,096,628.2	1,901,003.1	706.10				Average	
		ML-EB290	1335	1,096,628.8	1,900,878.1	709.80				Average	
		ML-EB290	1336	1,096,629.1	1,900,753.1	713.00				Average	
		ML-EB290	1337	1,096,629.8	1,900,532.8	719.50				Average	
		ML-EB290	1338	1,096,629.2	1,900,379.2	716.70				Average	Y
		ML-EB290	1339	1,096,630.5	1,900,008.1	714.40				Average	
		ML-EB290	1340	1,096,629.8	1,899,627.9	714.50					
RP-EB290 to Manheim	12.0	RP-EB290	1341	1,097,806.1	1,897,612.0	682.00				Average	
		RP-EB290	1342	1,098,027.1	1,897,485.8	684.70				Average	
		RP-EB290	1343	1,098,252.2	1,897,379.4	686.50				Average	
		RP-EB290	1344	1,098,471.6	1,897,275.6	685.90				Average	Y
		RP-EB290	1345	1,098,611.6	1,897,215.2	685.90				Average	
		RP-EB290	1346	1,099,183.6	1,896,966.6	686.60				Average	
		RP-EB290	2197	1,099,619.6	1,896,769.8	684.30					
ML-WB290-IL-X01	24.0	ML-WB290	1348	1,096,658.6	1,906,865.5	684.90				Average	
		ML-WB290	1349	1,096,648.5	1,906,995.0	680.90				Average	
		ML-WB290	1350	1,096,611.8	1,907,222.6	676.00				Average	
		ML-WB290	1351	1,096,537.9	1,907,522.2	674.00				Average	
		ML-WB290	1352	1,096,469.2	1,907,730.8	676.00				Average	
		ML-WB290	1353	1,096,350.1	1,907,983.5	678.00				Average	
		ML-WB290	1354	1,096,259.2	1,908,159.2	679.50				Average	
		ML-WB290	1355	1,096,128.0	1,908,383.8	682.50				Average	
		ML-WB290	1356	1,095,970.5	1,908,585.0	684.90				Average	
		ML-WB290	1357	1,095,880.0	1,908,693.4	685.60				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-WB29	1358	1,095,733.5	1,908,848.8	685.40				Average	
		ML-WB29	1359	1,095,583.1	1,908,987.8	683.90					
ML-WB290-IL-X02	24.0	ML-WB29	1360	1,096,667.8	1,903,925.6	678.00				Average	
		ML-WB29	1361	1,096,666.6	1,904,291.2	676.00				Average	
		ML-WB29	1362	1,096,665.2	1,904,732.9	677.90				Average	
		ML-WB29	1363	1,096,663.6	1,905,263.5	690.00				Average	
		ML-WB29	1364	1,096,663.1	1,905,416.5	692.00				Average	Y
		ML-WB29	1365	1,096,662.4	1,905,641.1	696.10				Average	
		ML-WB29	1366	1,096,661.2	1,905,998.8	698.80				Average	Y
		ML-WB29	1367	1,096,660.5	1,906,261.8	698.60				Average	
		ML-WB29	2188	1,096,658.6	1,906,865.5	684.90					
ML-WB290-IL-X03	24.0	ML-WB29	1368	1,096,671.9	1,902,939.2	675.30				Average	
		ML-WB29	1369	1,096,667.8	1,903,925.6	678.00					
ML-WB290-IL-X04	24.0	ML-WB29	1370	1,096,676.1	1,901,672.4	686.00				Average	
		ML-WB29	1371	1,096,675.2	1,901,939.4	681.30				Average	
		ML-WB29	1372	1,096,673.6	1,902,443.2	676.00				Average	
		ML-WB29	1373	1,096,671.9	1,902,939.2	675.30					
ML-WB290-IL-X05	24.0	ML-WB29	1374	1,099,642.8	1,896,945.4	682.30				Average	
		ML-WB29	1375	1,099,197.5	1,897,035.5	686.10				Average	
		ML-WB29	1376	1,098,684.8	1,897,246.0	685.90				Average	Y
		ML-WB29	1377	1,098,555.2	1,897,307.5	685.90				Average	
		ML-WB29	1378	1,098,278.5	1,897,437.9	686.80				Average	
		ML-WB29	1379	1,097,952.9	1,897,604.1	684.00				Average	
		ML-WB29	1380	1,097,580.2	1,897,854.1	682.60				Average	
		ML-WB29	1381	1,097,418.1	1,898,007.2	684.00				Average	
		ML-WB29	1382	1,097,291.2	1,898,135.9	685.20				Average	
		ML-WB29	1383	1,096,972.9	1,898,593.4	689.80				Average	
		ML-WB29	1384	1,096,905.8	1,898,750.6	690.70				Average	
		ML-WB29	1385	1,096,834.8	1,898,928.2	692.70				Average	
		ML-WB29	1386	1,096,776.0	1,899,121.0	698.60				Average	
		ML-WB29	1387	1,096,724.6	1,899,326.1	705.60				Average	
		ML-WB29	1388	1,096,699.2	1,899,488.8	710.70				Average	
		ML-WB29	1389	1,096,689.5	1,899,628.2	715.00				Average	
		ML-WB29	1390	1,096,681.8	1,900,005.6	715.30				Average	Y
		ML-WB29	1391	1,096,680.5	1,900,379.2	717.80				Average	
		ML-WB29	1392	1,096,680.0	1,900,536.8	719.40				Average	
		ML-WB29	1393	1,096,679.2	1,900,755.6	713.10				Average	
		ML-WB29	1394	1,096,678.8	1,900,880.6	709.90				Average	
		ML-WB29	1395	1,096,678.4	1,901,005.6	706.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-WB29	1396	1,096,677.9	1,901,151.4	702.00				Average	
		ML-WB29	2200	1,096,676.1	1,901,672.4	686.00					
ML-WB290-OL-X01	12.0	ML-WB29	1397	1,096,674.2	1,906,865.5	684.90				Average	
		ML-WB29	1398	1,096,664.2	1,906,996.4	681.00				Average	
		ML-WB29	1399	1,096,635.1	1,907,226.2	676.00				Average	
		ML-WB29	1400	1,096,558.1	1,907,532.1	673.50				Average	
		ML-WB29	1401	1,096,485.2	1,907,738.8	676.00				Average	
		ML-WB29	1402	1,096,368.8	1,907,993.8	678.00				Average	
		ML-WB29	1403	1,096,278.2	1,908,167.2	680.20				Average	
		ML-WB29	1404	1,096,145.2	1,908,392.2	683.00				Average	
		ML-WB29	1405	1,095,985.8	1,908,594.8	685.20				Average	
		ML-WB29	1406	1,095,906.2	1,908,692.9	686.20				Average	Y
		ML-WB29	1407	1,095,754.8	1,908,851.2	685.80				Average	
		ML-WB29	1408	1,095,603.9	1,909,004.8	684.50					
ML-WB290-OL-X02	12.0	ML-WB29	1409	1,096,685.1	1,903,928.2	678.00				Average	
		ML-WB29	1410	1,096,683.8	1,904,292.4	676.10				Average	
		ML-WB29	1411	1,096,682.1	1,904,732.9	677.70				Average	
		ML-WB29	1412	1,096,680.1	1,905,264.6	687.90				Average	
		ML-WB29	1413	1,096,679.6	1,905,413.8	692.00				Average	Y
		ML-WB29	1414	1,096,678.8	1,905,638.8	695.10				Average	
		ML-WB29	1415	1,096,677.4	1,906,012.8	698.60				Average	Y
		ML-WB29	1416	1,096,676.4	1,906,279.2	698.40				Average	
		ML-WB29	2189	1,096,674.2	1,906,865.5	684.90					
ML-WB290-OL-X03	12.0	ML-WB29	1417	1,096,694.8	1,902,939.2	675.30				Average	
		ML-WB29	1418	1,096,685.1	1,903,928.2	678.00					
ML-WB290-OL-X04	12.0	ML-WB29	1419	1,096,697.0	1,901,673.2	686.00				Average	
		ML-WB29	1420	1,096,696.5	1,901,938.9	681.30				Average	
		ML-WB29	1421	1,096,695.6	1,902,444.1	676.20				Average	
		ML-WB29	1422	1,096,694.8	1,902,939.2	675.30					
ML-WB290-OL-X05	12.0	ML-WB29	1423	1,096,926.2	1,898,758.8	692.30				Average	
		ML-WB29	1424	1,096,857.2	1,898,935.5	693.00				Average	
		ML-WB29	1425	1,096,792.0	1,899,127.8	698.00				Average	
		ML-WB29	1426	1,096,745.5	1,899,331.2	705.50				Average	
		ML-WB29	1427	1,096,720.2	1,899,491.8	709.30				Average	
		ML-WB29	1428	1,096,709.5	1,899,628.9	714.50				Average	
		ML-WB29	1429	1,096,700.0	1,900,006.2	713.90				Average	Y
		ML-WB29	1430	1,096,699.2	1,900,374.2	717.00				Average	
		ML-WB29	1431	1,096,699.0	1,900,537.5	719.10				Average	
		ML-WB29	1432	1,096,698.6	1,900,758.0	712.90				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-WB29	1433	1,096,698.4	1,900,874.2	709.60				Average	
		ML-WB29	1434	1,096,698.2	1,901,004.5	705.90				Average	
		ML-WB29	1435	1,096,697.9	1,901,146.9	702.00				Average	
		ML-WB29	1436	1,096,697.0	1,901,673.2	686.00					
ML-EB88	24.0	ML-EB88-	1437	1,095,781.2	1,893,113.5	695.60				Average	
		ML-EB88-	1438	1,095,915.1	1,893,316.8	695.00				Average	
		ML-EB88-	1439	1,096,087.9	1,893,580.8	694.70				Average	
		ML-EB88-	1440	1,096,193.1	1,893,745.4	694.90				Average	
		ML-EB88-	1441	1,096,300.2	1,893,914.2	695.20				Average	
		ML-EB88-	1442	1,096,400.8	1,894,066.4	695.70				Average	
		ML-EB88-	1443	1,096,517.1	1,894,234.1	695.60				Average	
		ML-EB88-	1444	1,096,668.0	1,894,435.5	696.00				Average	
		ML-EB88-	1445	1,096,824.6	1,894,616.2	696.80				Average	
		ML-EB88-	1446	1,097,023.8	1,894,811.0	697.50				Average	
		ML-EB88-	1447	1,097,277.4	1,895,007.5	700.20				Average	
		ML-EB88-	1448	1,097,490.2	1,895,155.4	701.00				Average	Y
		ML-EB88-	1449	1,097,746.5	1,895,327.5	701.00				Average	
		ML-EB88-	1450	1,097,932.9	1,895,451.6	701.00				Average	
		ML-EB88-	1451	1,098,165.2	1,895,604.8	701.00				Average	
		ML-EB88-	1452	1,098,462.9	1,895,812.1	694.90				Average	
		ML-EB88-	1453	1,098,753.5	1,896,008.8	689.00				Average	
		ML-EB88-	1454	1,098,981.5	1,896,163.4	684.00				Average	
		ML-EB88-	1455	1,099,237.4	1,896,333.2	678.50				Average	
		ML-EB88-	1456	1,099,435.5	1,896,449.2	673.20				Average	
		ML-EB88-	1457	1,099,687.2	1,896,570.6	666.90				Average	
		ML-EB88-	1458	1,100,018.2	1,896,699.4	664.60					
ML-WB88	24.0	ML-WB88	1459	1,099,988.4	1,896,728.1	663.70				Average	
		ML-WB88	1460	1,099,668.8	1,896,604.0	667.60				Average	
		ML-WB88	1461	1,099,419.2	1,896,488.4	672.90				Average	
		ML-WB88	1462	1,099,218.4	1,896,384.5	677.80				Average	
		ML-WB88	1463	1,098,958.5	1,896,226.0	683.70				Average	
		ML-WB88	1464	1,098,733.8	1,896,076.8	688.10				Average	
		ML-WB88	1465	1,098,425.2	1,895,867.5	694.80				Average	
		ML-WB88	1466	1,098,126.6	1,895,669.6	700.90				Average	
		ML-WB88	1467	1,097,748.0	1,895,418.1	701.00				Average	Y
		ML-WB88	1468	1,097,493.8	1,895,245.2	701.00				Average	
		ML-WB88	1469	1,097,233.0	1,895,068.2	701.00				Average	
		ML-WB88	1470	1,096,988.1	1,894,873.2	700.50				Average	
		ML-WB88	1471	1,096,775.2	1,894,658.6	698.30				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-WB88	1472	1,096,620.4	1,894,474.8	697.50				Average	
		ML-WB88	1473	1,096,462.9	1,894,258.8	696.60				Average	
		ML-WB88	1474	1,096,357.2	1,894,084.6	695.60				Average	
		ML-WB88	1475	1,096,254.0	1,893,925.9	695.60				Average	
		ML-WB88	1476	1,096,151.2	1,893,763.9	695.20				Average	
		ML-WB88	1477	1,096,048.4	1,893,600.8	695.80				Average	
		ML-WB88	1478	1,095,878.1	1,893,326.2	695.60				Average	
		ML-WB88	1479	1,095,744.8	1,893,116.8	696.10					
ML-EB Roosevelt	24.0	ML-EB Ro	1480	1,095,825.0	1,892,489.8	675.60				Average	
		ML-EB Ro	1481	1,096,195.6	1,892,496.2	673.80				Average	
		ML-EB Ro	1482	1,096,434.8	1,892,517.6	675.20				Average	
		ML-EB Ro	1483	1,096,751.8	1,892,566.5	677.80				Average	
		ML-EB Ro	1484	1,097,168.4	1,892,635.9	684.20				Average	
		ML-EB Ro	1485	1,097,403.6	1,892,656.5	682.10				Average	
		ML-EB Ro	1486	1,097,811.8	1,892,681.8	683.00				Average	
		ML-EB Ro	1487	1,098,310.9	1,892,708.9	681.60					
ML-WB Roosevelt	24.0	ML-WB Ro	1488	1,098,310.0	1,892,743.1	681.40				Average	
		ML-WB Ro	1489	1,097,810.2	1,892,713.8	683.10				Average	
		ML-WB Ro	1490	1,097,403.4	1,892,690.0	682.50				Average	
		ML-WB Ro	1491	1,097,184.8	1,892,673.0	684.50				Average	
		ML-WB Ro	1492	1,096,751.1	1,892,645.2	685.40				Average	
		ML-WB Ro	1493	1,096,557.0	1,892,634.4	679.70				Average	Y
		ML-WB Ro	1494	1,096,162.5	1,892,610.6	693.40				Average	
		ML-WB Ro	1495	1,095,810.0	1,892,584.8	686.80					
ML-EB Butterfield	20.0	ML-EB Bu	1496	1,096,688.8	1,896,614.6	700.00				Average	
		ML-EB Bu	1497	1,098,001.2	1,897,046.2	681.20				Average	
		ML-EB Bu	1498	1,098,961.1	1,897,377.8	677.70					
ML-WB Butterfield	20.0	ML-WB Bu	1499	1,098,949.1	1,897,411.5	677.90				Average	
		ML-WB Bu	1500	1,097,988.2	1,897,081.8	681.50				Average	
		ML-WB Bu	1501	1,096,686.1	1,896,632.2	699.70					
ML- EB/WB Electric Ave	20.0	ML- EB/W	1502	1,097,787.2	1,899,997.0	687.70				Average	
		ML- EB/W	1503	1,096,290.8	1,900,158.1	700.30					
DS-CNlineBlock3	50.0	DS-CNline	1504	1,096,299.4	1,897,974.8	693.10				Average	
		DS-CNline	1505	1,097,064.4	1,897,660.8	690.70				Average	
		DS-CNline	1506	1,097,806.4	1,897,383.6	689.50				Average	
		DS-CNline	1507	1,098,244.4	1,897,227.8	673.40					
ML-EB Lake St	20.0	ML-EB La	1508	1,095,905.5	1,908,755.8	667.10				Average	
		ML-EB La	1509	1,096,282.4	1,908,816.6	665.50				Average	
		ML-EB La	1510	1,096,670.9	1,908,808.2	663.10				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-EB La	1511	1,097,167.5	1,908,728.9	670.00				Average	
		ML-EB La	1512	1,097,794.8	1,908,550.0	654.60					
ML-WB North Ave	24.0	ML-WB No	1513	1,097,843.0	1,908,966.6	653.20				Average	
		ML-WB No	1514	1,096,999.4	1,908,931.8	656.90				Average	
		ML-WB No	1515	1,096,387.5	1,908,913.0	664.00				Average	
		ML-WB No	1516	1,095,840.4	1,908,816.9	666.30					
ML-EB North Ave	20.0	ML-EB No	1517	1,095,884.8	1,908,776.5	666.60				Average	
		ML-EB No	1518	1,096,389.2	1,908,861.5	664.00				Average	
		ML-EB No	1519	1,096,998.8	1,908,889.8	654.30				Average	
		ML-EB No	1520	1,097,826.1	1,908,908.0	653.10					
ML-EB St. Charles	20.0	ML-EB St.	1521	1,095,796.9	1,902,702.8	682.70				Average	
		ML-EB St.	1522	1,096,544.4	1,902,678.8	694.50				Average	Y
		ML-EB St.	1523	1,096,776.5	1,902,672.5	695.50				Average	
		ML-EB St.	1524	1,097,277.5	1,902,654.0	690.00				Average	Y
		ML-EB St.	1525	1,097,450.9	1,902,648.8	688.70				Average	
		ML-EB St.	2191	1,098,002.9	1,902,632.2	677.90					
ML-WB St. Charles	20.0	ML-WB St	1526	1,098,007.2	1,902,663.8	676.90				Average	
		ML-WB St	1527	1,097,452.9	1,902,673.6	687.60				Average	Y
		ML-WB St	1528	1,097,276.6	1,902,680.6	690.00				Average	
		ML-WB St	1529	1,096,771.8	1,902,697.4	694.50				Average	Y
		ML-WB St	1530	1,096,546.6	1,902,702.8	694.50				Average	
		ML-WB St	2190	1,095,792.6	1,902,726.6	682.70					
DS-Upspur	50.0	DS-Upspu	1531	1,096,188.1	1,905,790.0	681.00				Average	
		DS-Upspu	1532	1,096,333.9	1,905,865.8	690.80				Average	
		DS-Upspu	1533	1,096,593.1	1,906,056.4	678.70				Average	
		DS-Upspu	1534	1,096,735.5	1,906,211.5	678.50				Average	
		DS-Upspu	1535	1,096,920.8	1,906,532.6	678.80				Average	
		DS-Upspu	1536	1,097,077.9	1,906,929.9	676.00					
DS-Upyard	50.0	DS-Upyar	1537	1,096,218.6	1,905,561.8	670.80				Average	
		DS-Upyar	1538	1,096,589.8	1,905,477.5	670.20				Average	
		DS-Upyar	1539	1,096,713.2	1,905,444.8	669.60				Average	
		DS-Upyar	1540	1,096,866.9	1,905,404.2	669.40				Average	
		DS-Upyar	1541	1,097,048.6	1,905,354.2	668.10				Average	
		DS-Upyar	1542	1,097,690.4	1,905,129.8	666.10					
ML-NB Manheim	30.0	ML-NB Ma	1543	1,106,194.6	1,921,861.6	648.00				Average	
		ML-NB Ma	1544	1,106,179.1	1,922,178.1	648.00				Average	
		ML-NB Ma	1545	1,106,165.4	1,922,459.0	658.30				Average	
		ML-NB Ma	1546	1,106,151.8	1,922,735.1	649.00				Average	
		ML-NB Ma	1547	1,106,127.9	1,923,230.0	645.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-NB Ma	1548	1,106,095.4	1,923,976.5	641.00				Average	
		ML-NB Ma	1549	1,106,038.0	1,925,293.4	641.70					
ML-SB Manheim	30.0	ML-SB Ma	1550	1,105,989.8	1,925,290.5	641.70				Average	
		ML-SB Ma	1551	1,106,044.8	1,923,972.9	641.20				Average	
		ML-SB Ma	1552	1,106,076.0	1,923,222.9	642.80				Average	
		ML-SB Ma	1553	1,106,103.4	1,922,725.6	648.80				Average	
		ML-SB Ma	1554	1,106,118.6	1,922,456.6	657.80				Average	
		ML-SB Ma	1555	1,106,134.2	1,922,178.4	648.00				Average	
		ML-SB Ma	1556	1,106,152.0	1,921,865.9	648.00					
ML-EB/WB Grand Ave	50.0	ML-EB/WB	1557	1,098,224.9	1,917,777.4	652.00				Average	
		ML-EB/WB	1558	1,096,941.2	1,917,819.2	669.20				Average	
		ML-EB/WB	1559	1,096,746.9	1,917,825.5	670.20				Average	
		ML-EB/WB	1560	1,096,170.2	1,917,844.2	658.00					
DS-UPline	50.0	DS-UPline	1561	1,098,197.5	1,920,574.2	671.10				Average	
		DS-UPline	1562	1,098,265.2	1,919,033.2	669.60					
ML-WB Irving Park	20.0	ML-WB Irv	1563	1,108,751.9	1,926,939.6	635.20				Average	
		ML-WB Irv	1564	1,108,017.6	1,927,069.8	636.70				Average	
		ML-WB Irv	1565	1,107,446.6	1,927,170.4	644.80				Average	
		ML-WB Irv	1566	1,106,951.5	1,927,255.0	643.00				Average	
		ML-WB Irv	1567	1,106,916.4	1,927,265.6	643.00				Average	
		ML-WB Irv	1568	1,106,429.4	1,927,457.8	642.20					
ML-EB Irving Park	20.0	ML-EB Irv	1569	1,106,397.2	1,927,397.5	642.50				Average	
		ML-EB Irv	1570	1,106,774.1	1,927,259.5	643.40				Average	
		ML-EB Irv	1571	1,107,090.9	1,927,200.8	642.40				Average	
		ML-EB Irv	1572	1,107,360.1	1,927,152.4	640.90				Average	
		ML-EB Irv	1573	1,107,842.2	1,927,069.1	637.10				Average	
		ML-EB Irv	1574	1,108,751.9	1,926,913.5	635.00					
ML-EB/WB Lawrence	40.0	ML-EB/WB	1575	1,109,938.8	1,930,424.9	630.20				Average	
		ML-EB/WB	1576	1,109,268.0	1,930,403.8	642.70				Average	
		ML-EB/WB	1577	1,108,996.9	1,930,396.4	645.60				Average	
		ML-EB/WB	1578	1,108,479.4	1,930,378.4	642.80					
DS-CNlineblock8	50.0	DS-CNline	1579	1,109,549.5	1,932,853.6	641.90				Average	
		DS-CNline	1580	1,110,115.8	1,930,792.0	640.00					
ML-WB Balmoral	24.0	ML-WB Ba	1581	1,111,222.2	1,934,498.0	638.00				Average	
		ML-WB Ba	1582	1,110,613.5	1,934,455.9	662.00				Average	Y
		ML-WB Ba	1583	1,110,267.9	1,934,423.8	662.00				Average	
		ML-WB Ba	1584	1,109,692.2	1,934,364.8	654.80					
ML-EB Balmoral	24.0	ML-EB Ba	1585	1,109,701.6	1,934,329.1	656.10				Average	
		ML-EB Ba	1586	1,110,272.4	1,934,387.6	662.00				Average	Y

INPUT: ROADWAYS

Tri-State Tollway (4224)

		ML-EB Ba	1587	1,110,611.9	1,934,419.4	662.00				Average
		ML-EB Ba	1588	1,111,231.8	1,934,462.2	637.50				
TL-NB294 near Cermak	24.0	TL-NB294	1590	1,097,189.4	1,887,404.8	674.70				Average
		TL-NB294	1591	1,097,180.0	1,887,839.6	673.90				Average
		TL-NB294	1592	1,097,193.9	1,888,154.4	676.20				Average
		TL-NB294	1593	1,097,236.6	1,888,529.9	679.20				Average
		TL-NB294	1594	1,097,280.2	1,888,928.5	682.70				Average
		TL-NB294	1595	1,097,258.9	1,889,358.6	690.30				Average
		TL-NB294	1596	1,097,248.8	1,889,619.1	688.20				Average
		TL-NB294	1597	1,097,181.2	1,889,993.8	688.30				Average
		TL-NB294	1598	1,097,140.4	1,890,233.4	688.30				Average
		TL-NB294	1599	1,097,112.8	1,890,435.1	688.90				Average
		TL-NB294	1600	1,097,093.4	1,890,590.6	688.00				Average
		TL-NB294	1601	1,097,082.9	1,890,676.2	686.50				Average
		TL-NB294	1602	1,097,076.8	1,890,777.6	686.20				Average
		TL-NB294	1603	1,097,068.1	1,890,929.4	687.20				Average
		TL-NB294	1604	1,097,072.8	1,891,028.8	688.30				Average
		TL-NB294	1605	1,097,076.2	1,891,106.1	689.30				Average
		TL-NB294	1606	1,097,083.8	1,891,222.9	690.40				Average
		TL-NB294	1607	1,097,094.9	1,891,365.4	692.30				Average
		TL-NB294	1608	1,097,105.9	1,891,470.2	693.40				Average
		TL-NB294	1609	1,097,135.6	1,891,613.8	695.90				Average
		TL-NB294	1610	1,097,154.9	1,891,710.4	697.40				
TL-SB294 near Cermak	24.0	TL-SB294	1611	1,096,929.8	1,891,362.5	697.00				Average
		TL-SB294	1612	1,096,911.5	1,891,222.8	695.60				Average
		TL-SB294	1613	1,096,903.5	1,891,097.6	694.20				Average
		TL-SB294	1614	1,096,897.9	1,891,027.1	694.00				Average
		TL-SB294	1615	1,096,893.5	1,890,924.4	693.00				Average
		TL-SB294	1616	1,096,896.1	1,890,777.0	692.00				Average
		TL-SB294	1617	1,096,894.0	1,890,674.8	691.10				Average
		TL-SB294	1618	1,096,890.4	1,890,584.6	689.60				Average
		TL-SB294	1619	1,096,891.4	1,890,430.8	689.30				Average
		TL-SB294	1620	1,096,891.0	1,890,231.9	689.50				Average
		TL-SB294	1621	1,096,875.6	1,890,028.8	689.00				Average
		TL-SB294	1622	1,096,865.0	1,889,857.9	688.30				Average
		TL-SB294	1623	1,096,871.2	1,889,698.1	688.30				Average
		TL-SB294	1624	1,096,878.5	1,889,512.8	689.00				Average
		TL-SB294	1625	1,096,885.2	1,889,344.8	690.10				Average
		TL-SB294	1626	1,096,899.9	1,889,173.1	687.00				Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		TL-SB294	1627	1,096,935.2	1,888,830.2	682.10				Average	
		TL-SB294	1628	1,096,956.4	1,888,611.5	682.00				Average	
		TL-SB294	1629	1,096,978.6	1,888,282.4	678.20				Average	
		TL-SB294	1630	1,096,987.2	1,888,143.5	676.00				Average	
		TL-SB294	1631	1,096,996.8	1,887,969.2	674.20				Average	
		TL-SB294	1632	1,097,010.1	1,887,725.2	672.90				Average	
		TL-SB294	1633	1,097,028.2	1,887,395.2	672.60					
RP-NB294 to NB294/WB290a	24.0	RP-NB294	1634	1,097,757.8	1,894,322.9	712.30				Average	
		RP-NB294	1635	1,097,778.5	1,894,546.5	717.00				Average	
		RP-NB294	1636	1,097,777.9	1,894,839.4	722.60				Average	
		RP-NB294	1637	1,097,784.6	1,895,134.8	725.40				Average	
		RP-NB294	1638	1,097,790.8	1,895,293.0	721.00				Average	Y
		RP-NB294	1639	1,097,802.0	1,895,661.8	718.00				Average	
		RP-NB294	1640	1,097,773.8	1,895,902.1	714.20				Average	
		RP-NB294	1641	1,097,710.5	1,896,113.4	710.20				Average	
		RP-NB294	1642	1,097,616.8	1,896,344.8	709.30				Average	
		RP-NB294	1643	1,097,527.9	1,896,607.8	710.20				Average	
		RP-NB294	1644	1,097,477.2	1,896,847.5	712.00				Average	Y
		RP-NB294	1645	1,097,460.8	1,896,935.1	712.00				Average	
		RP-NB294	1646	1,097,400.0	1,897,243.4	715.40				Average	
		RP-NB294	1647	1,097,344.9	1,897,507.9	716.00				Average	Y
		RP-NB294	1648	1,097,313.0	1,897,672.4	719.00				Average	
		RP-NB294	1649	1,097,270.2	1,897,944.8	722.00				Average	Y
		RP-NB294	1650	1,097,224.0	1,898,427.2	722.00					
RP-NB294 to NB294/WB290b	12.0	RP-NB294	1652	1,097,154.9	1,891,710.4	697.40				Average	
		RP-NB294	1653	1,097,185.2	1,891,861.9	698.90				Average	
		RP-NB294	1654	1,097,202.8	1,891,938.0	699.80				Average	
		RP-NB294	1655	1,097,221.4	1,892,034.1	700.70				Average	
		RP-NB294	1656	1,097,255.2	1,892,183.6	702.00				Average	
		RP-NB294	1657	1,097,291.9	1,892,349.8	702.00				Average	
		RP-NB294	1658	1,097,304.8	1,892,408.8	700.40				Average	
		RP-NB294	1659	1,097,354.5	1,892,632.6	700.00				Average	Y
		RP-NB294	1660	1,097,374.6	1,892,714.5	700.00				Average	
		RP-NB294	1661	1,097,435.5	1,892,981.8	699.00				Average	
		RP-NB294	1662	1,097,570.4	1,893,551.0	698.80				Average	Y
		RP-NB294	1663	1,097,647.0	1,893,814.2	699.10				Average	
		RP-NB294	1664	1,097,677.6	1,893,929.6	700.50				Average	
		RP-NB294	1665	1,097,732.6	1,894,148.6	708.70				Average	
		RP-NB294	1666	1,097,757.8	1,894,322.9	712.30					

INPUT: ROADWAYS

Tri-State Tollway (4224)

RP-NB294 to WB Roosevelt	12.0	RP-NB294	1667	1,097,167.9	1,891,710.4	697.40				Average	
		RP-NB294	1668	1,097,198.2	1,891,861.9	698.90				Average	
		RP-NB294	1669	1,097,215.8	1,891,938.0	699.80				Average	
		RP-NB294	1670	1,097,234.4	1,892,034.1	700.70				Average	
		RP-NB294	1671	1,097,268.2	1,892,183.6	702.00				Average	
		RP-NB294	1672	1,097,304.9	1,892,349.8	702.00				Average	
		RP-NB294	1673	1,097,317.8	1,892,408.8	700.40				Average	
		RP-NB294	1674	1,097,369.5	1,892,632.8	700.00				Average	Y
		RP-NB294	1675	1,097,390.2	1,892,718.9	700.00				Average	
		RP-NB294	1676	1,097,413.2	1,892,810.4	698.80				Average	
		RP-NB294	1677	1,097,445.1	1,892,900.6	697.50				Average	
		RP-NB294	1678	1,097,501.0	1,892,998.2	695.20				Average	
		RP-NB294	1679	1,097,577.1	1,893,041.6	692.90				Average	
		RP-NB294	1680	1,097,657.8	1,893,035.2	690.70				Average	
		RP-NB294	1681	1,097,737.5	1,892,983.1	686.80				Average	
		RP-NB294	1682	1,097,764.9	1,892,908.9	685.70				Average	
		RP-NB294	1683	1,097,755.9	1,892,823.2	683.70				Average	
		RP-NB294	1684	1,097,695.8	1,892,747.1	683.10				Average	
		RP-NB294	1685	1,097,596.0	1,892,725.8	681.80				Average	
		RP-NB294	1686	1,097,402.9	1,892,707.1	684.90					
RP-NB294 to EB Roosevelt	20.0	RP-NB294	1687	1,097,175.5	1,891,708.4	696.40				Average	
		RP-NB294	1688	1,097,213.8	1,891,858.9	697.40				Average	
		RP-NB294	1689	1,097,239.2	1,891,942.9	696.50				Average	
		RP-NB294	1690	1,097,266.2	1,892,031.1	697.40				Average	
		RP-NB294	1691	1,097,308.5	1,892,177.8	696.70				Average	
		RP-NB294	1692	1,097,360.1	1,892,347.8	689.00				Average	
		RP-NB294	1693	1,097,407.0	1,892,525.2	685.30				Average	
		RP-NB294	1694	1,097,484.6	1,892,625.1	681.70				Average	
		RP-NB294	1695	1,097,813.9	1,892,663.2	682.90					
RP-EB Roosevelt to SB294	12.0	RP-EB Ro	1696	1,095,820.6	1,892,474.5	675.70				Average	
		RP-EB Ro	1697	1,096,063.9	1,892,470.6	676.10				Average	
		RP-EB Ro	1698	1,096,348.9	1,892,487.2	675.40				Average	
		RP-EB Ro	1699	1,096,583.9	1,892,520.0	676.20				Average	
		RP-EB Ro	1700	1,096,743.8	1,892,544.8	677.00				Average	
		RP-EB Ro	1701	1,096,861.5	1,892,522.1	678.60				Average	
		RP-EB Ro	1702	1,096,974.2	1,892,444.9	681.50				Average	
		RP-EB Ro	1703	1,097,037.6	1,892,335.9	686.40				Average	
		RP-EB Ro	1704	1,097,049.0	1,892,189.8	693.90				Average	
		RP-EB Ro	1705	1,097,029.0	1,892,036.9	696.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-EB Ro	1706	1,097,013.8	1,891,949.4	696.60				Average	
		RP-EB Ro	1707	1,096,998.8	1,891,862.0	698.00				Average	
		RP-EB Ro	1708	1,096,974.6	1,891,715.5	696.90				Average	
		RP-EB Ro	1709	1,096,959.4	1,891,622.9	697.30				Average	
		RP-EB Ro	1710	1,096,933.6	1,891,471.0	696.90				Average	
		RP-EB Ro	1711	1,096,914.9	1,891,371.6	697.00					
RP-WB Roosevelt to SB294	12.0	RP-WB Ro	1712	1,097,186.8	1,892,689.4	684.50				Average	
		RP-WB Ro	1713	1,097,015.0	1,892,687.8	679.90				Average	
		RP-WB Ro	1714	1,096,928.2	1,892,745.5	679.80				Average	
		RP-WB Ro	1715	1,096,890.0	1,892,827.0	683.00				Average	
		RP-WB Ro	1716	1,096,917.6	1,892,928.1	685.90				Average	
		RP-WB Ro	1717	1,096,996.6	1,892,986.5	688.40				Average	
		RP-WB Ro	1718	1,097,084.8	1,892,991.0	691.10				Average	
		RP-WB Ro	1719	1,097,174.8	1,892,938.8	694.00				Average	
		RP-WB Ro	1720	1,097,219.6	1,892,829.4	699.00				Average	
		RP-WB Ro	1721	1,097,212.4	1,892,708.4	700.00				Average	Y
		RP-WB Ro	1722	1,097,200.2	1,892,619.9	700.00				Average	
		RP-WB Ro	1723	1,097,154.5	1,892,413.9	700.00				Average	
		RP-WB Ro	1724	1,097,138.8	1,892,351.1	701.60				Average	
		RP-WB Ro	1725	1,097,099.8	1,892,186.2	701.20				Average	
		RP-WB Ro	1726	1,097,067.0	1,892,034.0	700.00				Average	
		RP-WB Ro	1727	1,097,046.1	1,891,939.6	699.50				Average	
		RP-WB Ro	1728	1,097,028.6	1,891,864.0	698.60				Average	
		RP-WB Ro	1729	1,096,997.8	1,891,711.2	697.40				Average	
		RP-WB Ro	1730	1,096,978.9	1,891,618.1	697.30				Average	
		RP-WB Ro	1731	1,096,950.2	1,891,471.1	697.00				Average	
		RP-WB Ro	1732	1,096,929.8	1,891,362.5	697.00					
RP-EB Roosevelt to EB88	20.0	RP-EB Ro	1733	1,095,819.1	1,892,509.2	675.40				Average	
		RP-EB Ro	1734	1,096,056.2	1,892,514.4	692.60				Average	
		RP-EB Ro	1735	1,096,264.1	1,892,556.8	670.90				Average	
		RP-EB Ro	1736	1,096,462.2	1,892,672.4	669.20				Average	
		RP-EB Ro	1737	1,096,689.1	1,892,859.2	672.20				Average	
		RP-EB Ro	1738	1,096,922.8	1,893,067.9	675.10				Average	
		RP-EB Ro	1739	1,097,206.2	1,893,314.9	675.80				Average	
		RP-EB Ro	1740	1,097,377.1	1,893,463.6	676.70				Average	
		RP-EB Ro	1741	1,097,657.1	1,893,768.4	681.80				Average	
		RP-EB Ro	1742	1,097,757.4	1,893,956.8	688.80				Average	
		RP-EB Ro	1743	1,097,828.4	1,894,179.1	697.40				Average	
		RP-EB Ro	1744	1,097,848.9	1,894,516.5	714.20				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-EB Ro	1745	1,097,828.8	1,894,669.0	718.10					
RP-NB294 to EB88	12.0	RP-NB294	1746	1,097,828.8	1,894,669.0	718.10				Average	
		RP-NB294	1747	1,097,872.0	1,894,950.6	715.50				Average	
		RP-NB294	1748	1,098,006.2	1,895,313.6	705.30				Average	
		RP-NB294	1749	1,098,206.2	1,895,575.0	699.80				Average	
		RP-NB294	1750	1,098,483.1	1,895,795.5	694.50				Average	
		RP-NB294	1751	1,098,765.2	1,895,993.6	688.50				Average	
		RP-NB294	1752	1,098,994.2	1,896,150.0	684.00				Average	
		RP-NB294	1753	1,099,245.8	1,896,310.9	678.00				Average	
		RP-NB294	1754	1,099,439.2	1,896,416.6	673.50				Average	
		RP-NB294	1755	1,099,702.2	1,896,509.6	669.20				Average	
		RP-NB294	1756	1,100,048.2	1,896,560.1	667.30					
RP-EB88 to NB294/WB290	24.0	RP-EB88	1757	1,095,810.0	1,893,108.2	696.10				Average	
		RP-EB88	1758	1,095,936.9	1,893,312.8	695.30				Average	
		RP-EB88	1759	1,096,104.6	1,893,571.1	694.90				Average	
		RP-EB88	1760	1,096,216.1	1,893,736.9	695.00				Average	
		RP-EB88	1761	1,096,329.9	1,893,903.8	695.40				Average	
		RP-EB88	1762	1,096,444.6	1,894,052.1	695.10				Average	
		RP-EB88	1763	1,096,573.9	1,894,191.8	694.20				Average	
		RP-EB88	1764	1,096,757.8	1,894,358.8	695.70				Average	
		RP-EB88	1765	1,096,935.6	1,894,514.4	695.20				Average	
		RP-EB88	1766	1,097,139.2	1,894,687.8	691.70				Average	
		RP-EB88	1767	1,097,313.1	1,894,843.4	683.30				Average	
		RP-EB88	1768	1,097,435.6	1,894,995.9	681.90				Average	
		RP-EB88	1769	1,097,511.8	1,895,118.0	679.00				Average	
		RP-EB88	1770	1,097,564.8	1,895,247.2	685.70				Average	
		RP-EB88	1771	1,097,648.6	1,895,451.1	685.00				Average	
		RP-EB88	1772	1,097,707.2	1,895,696.9	690.90				Average	
		RP-EB88	1773	1,097,698.1	1,895,894.8	699.00				Average	
		RP-EB88	1774	1,097,647.8	1,896,094.9	705.30				Average	
		RP-EB88	1775	1,097,549.2	1,896,325.9	711.00				Average	
		RP-EB88	1776	1,097,467.1	1,896,593.2	711.90				Average	
		RP-EB88	1777	1,097,418.4	1,896,824.8	713.00				Average	Y
		RP-EB88	1778	1,097,401.8	1,896,911.2	713.00				Average	
		RP-EB88	1779	1,097,334.8	1,897,246.9	715.40				Average	
		RP-EB88	1780	1,097,283.5	1,897,516.8	716.00				Average	Y
		RP-EB88	1781	1,097,254.2	1,897,686.4	719.00				Average	
		RP-EB88	1782	1,097,204.5	1,898,017.0	722.00				Average	Y
		RP-EB88	1783	1,097,155.6	1,898,504.0	722.00					

INPUT: ROADWAYS

Tri-State Tollway (4224)

RP-WB88 to SB294	12.0	RP-WB88	1784	1,097,507.2	1,894,675.4	686.80				Average	
		RP-WB88	1785	1,097,528.1	1,894,555.6	693.00				Average	
		RP-WB88	1786	1,097,536.9	1,894,365.0	699.50				Average	
		RP-WB88	1787	1,097,540.0	1,894,239.1	703.80				Average	
		RP-WB88	1788	1,097,529.9	1,894,147.8	702.80				Average	
		RP-WB88	1789	1,097,493.2	1,893,927.1	699.90				Average	
		RP-WB88	1790	1,097,428.9	1,893,600.8	699.00				Average	Y
		RP-WB88	1791	1,097,384.4	1,893,393.8	698.80				Average	
		RP-WB88	1792	1,097,295.6	1,892,982.9	697.50				Average	
		RP-WB88	1793	1,097,237.1	1,892,712.5	700.00					
RP-SB294 to WB88	24.0	RP-SB294	1794	1,097,191.8	1,897,245.2	715.60				Average	
		RP-SB294	1795	1,097,259.4	1,896,860.2	712.00				Average	Y
		RP-SB294	1796	1,097,274.0	1,896,778.2	712.00				Average	
		RP-SB294	1797	1,097,329.9	1,896,433.8	713.00				Average	
		RP-SB294	1798	1,097,371.5	1,896,167.9	716.00				Average	
		RP-SB294	1799	1,097,398.0	1,896,002.8	717.00				Average	
		RP-SB294	1800	1,097,411.5	1,895,817.0	716.40				Average	
		RP-SB294	1801	1,097,390.8	1,895,629.9	715.00				Average	
		RP-SB294	1802	1,097,335.9	1,895,450.8	710.90				Average	
		RP-SB294	1803	1,097,269.8	1,895,311.8	708.70				Average	
		RP-SB294	1804	1,097,193.6	1,895,187.2	705.60				Average	
		RP-SB294	1805	1,097,075.1	1,895,022.1	703.60				Average	
		RP-SB294	1806	1,096,961.9	1,894,908.4	701.80				Average	
		RP-SB294	1807	1,096,753.5	1,894,675.6	698.90				Average	
		RP-SB294	1808	1,096,598.8	1,894,496.2	697.90				Average	
		RP-SB294	1809	1,096,439.1	1,894,274.1	696.90				Average	
		RP-SB294	1810	1,096,328.4	1,894,101.2	695.90				Average	
		RP-SB294	1811	1,096,225.6	1,893,932.1	695.30				Average	
		RP-SB294	1812	1,096,131.6	1,893,775.5	694.90				Average	
		RP-SB294	1813	1,096,032.2	1,893,610.2	694.70				Average	
		RP-SB294	1814	1,095,860.8	1,893,330.8	695.40				Average	
		RP-SB294	1815	1,095,726.5	1,893,127.5	695.80					
RP-WB88 to WB Roosevelt/SB294	24.0	RP-WB88	1816	1,098,949.2	1,896,242.4	682.80				Average	
		RP-WB88	1817	1,098,715.9	1,896,109.9	687.00				Average	
		RP-WB88	1818	1,098,462.6	1,895,993.2	689.80				Average	
		RP-WB88	1819	1,098,251.4	1,895,907.5	692.00				Average	
		RP-WB88	1820	1,098,068.2	1,895,818.6	691.90				Average	
		RP-WB88	1821	1,097,882.9	1,895,670.6	689.30				Average	
		RP-WB88	1822	1,097,733.8	1,895,474.2	685.20				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB88	1823	1,097,569.1	1,895,104.8	679.10				Average	
		RP-WB88	1824	1,097,507.2	1,894,675.4	686.80					
RP-WB88 to WB Roosevelt	20.0	RP-WB88	1825	1,097,507.2	1,894,675.4	686.80				Average	
		RP-WB88	1826	1,097,495.9	1,894,556.5	691.00				Average	
		RP-WB88	1827	1,097,471.5	1,894,358.8	694.50				Average	
		RP-WB88	1828	1,097,429.2	1,894,143.9	695.80				Average	
		RP-WB88	1829	1,097,261.8	1,893,673.8	689.70				Average	
		RP-WB88	1830	1,097,110.9	1,893,411.5	682.80				Average	
		RP-WB88	1831	1,096,917.8	1,893,176.8	677.20				Average	
		RP-WB88	1832	1,096,699.8	1,892,982.0	679.70				Average	
		RP-WB88	1833	1,096,448.8	1,892,825.6	686.40				Average	
		RP-WB88	1834	1,096,198.6	1,892,708.6	690.00				Average	
		RP-WB88	1835	1,096,017.8	1,892,650.4	690.60				Average	
		RP-WB88	1836	1,095,808.8	1,892,612.2	686.00					
RP-EB290 to SB294	12.0	RP-EB290	1837	1,096,629.8	1,899,628.0	714.50				Average	
		RP-EB290	1838	1,096,615.4	1,899,466.2	707.60				Average	
		RP-EB290	1839	1,096,606.2	1,899,360.0	705.90				Average	
		RP-EB290	1840	1,096,547.4	1,899,178.4	701.40				Average	
		RP-EB290	1841	1,096,477.2	1,898,991.0	701.90				Average	
		RP-EB290	1842	1,096,464.8	1,898,815.8	702.40				Average	
		RP-EB290	1843	1,096,514.8	1,898,662.4	702.90				Average	
		RP-EB290	1844	1,096,642.2	1,898,528.6	705.50				Average	
		RP-EB290	1845	1,096,815.9	1,898,369.1	712.50				Average	
		RP-EB290	1846	1,096,968.8	1,898,146.2	718.20				Average	
		RP-EB290	1847	1,097,049.2	1,897,953.5	720.50				Average	
		RP-EB290	1848	1,097,104.5	1,897,729.8	719.00				Average	Y
		RP-EB290	1849	1,097,134.4	1,897,548.2	716.00				Average	
		RP-EB290	1850	1,097,191.8	1,897,245.2	715.60					
RP-SB294 to EB290	24.0	RP-SB294	1851	1,097,146.8	1,901,933.8	686.00				Average	
		RP-SB294	1852	1,097,109.5	1,901,768.0	689.80				Average	
		RP-SB294	1853	1,097,056.0	1,901,479.9	696.50				Average	
		RP-SB294	1854	1,096,991.9	1,901,139.9	706.30				Average	
		RP-SB294	1855	1,096,967.8	1,900,997.8	709.90				Average	
		RP-SB294	1856	1,096,949.6	1,900,877.4	712.30				Average	
		RP-SB294	1857	1,096,937.9	1,900,758.8	714.90				Average	
		RP-SB294	1858	1,096,913.2	1,900,535.4	719.50				Average	
		RP-SB294	1859	1,096,901.0	1,900,369.0	720.00				Average	Y
		RP-SB294	1860	1,096,880.0	1,899,972.9	720.00				Average	
		RP-SB294	1861	1,096,879.2	1,899,844.8	721.90				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-SB294	1862	1,096,878.8	1,899,742.8	721.50				Average	
		RP-SB294	1863	1,096,874.4	1,899,582.0	720.40				Average	
		RP-SB294	1864	1,096,848.9	1,899,432.2	721.90				Average	
		RP-SB294	1865	1,096,782.4	1,899,274.5	719.00				Average	Y
		RP-SB294	1866	1,096,695.0	1,899,161.4	718.00				Average	
		RP-SB294	1867	1,096,622.4	1,899,054.6	717.90				Average	
		RP-SB294	1868	1,096,580.2	1,898,941.1	712.40				Average	
		RP-SB294	1869	1,096,594.6	1,898,808.2	706.50				Average	
		RP-SB294	1870	1,096,677.6	1,898,668.1	700.70				Average	
		RP-SB294	1871	1,096,836.8	1,898,536.8	693.80				Average	
		RP-SB294	1872	1,096,958.0	1,898,425.6	689.60				Average	
		RP-SB294	1873	1,097,277.8	1,898,049.6	689.70				Average	
		RP-SB294	1874	1,097,365.1	1,897,958.4	684.60				Average	
		RP-SB294	1875	1,097,520.2	1,897,816.0	682.80				Average	
		RP-SB294	1876	1,097,806.1	1,897,612.0	682.00					
RP-NB294 to WB290	12.0	RP-NB294	1877	1,097,224.0	1,898,427.2	722.00				Average	
		RP-NB294	1878	1,097,229.8	1,898,545.9	719.20				Average	
		RP-NB294	1879	1,097,281.9	1,898,630.8	713.40				Average	
		RP-NB294	1880	1,097,380.8	1,898,685.9	709.80				Average	
		RP-NB294	1881	1,097,500.9	1,898,665.0	705.80				Average	
		RP-NB294	1882	1,097,603.0	1,898,578.8	700.00				Average	
		RP-NB294	1883	1,097,664.9	1,898,470.1	694.50				Average	
		RP-NB294	1884	1,097,712.4	1,898,300.6	687.70				Average	
		RP-NB294	1885	1,097,689.5	1,898,132.5	681.70				Average	
		RP-NB294	1886	1,097,599.8	1,898,031.0	681.00				Average	
		RP-NB294	1887	1,097,470.0	1,898,023.8	682.10				Average	
		RP-NB294	1888	1,097,321.4	1,898,149.2	684.20				Average	
		RP-NB294	1889	1,096,999.5	1,898,612.5	694.60				Average	
		RP-NB294	1890	1,096,926.2	1,898,758.8	692.30					
RP-WB290 to NB294	12.0	RP-WB290	1891	1,099,653.1	1,896,969.8	682.00				Average	
		RP-WB290	1892	1,099,197.2	1,897,066.6	685.90				Average	
		RP-WB290	1893	1,098,709.8	1,897,262.8	685.90				Average	Y
		RP-WB290	1894	1,098,593.2	1,897,317.9	685.90				Average	
		RP-WB290	1895	1,098,294.8	1,897,461.8	685.60				Average	
		RP-WB290	1896	1,098,064.1	1,897,594.2	681.00				Average	
		RP-WB290	1897	1,097,953.4	1,897,717.5	677.60				Average	
		RP-WB290	1898	1,097,857.9	1,897,901.9	674.60				Average	
		RP-WB290	1899	1,097,788.4	1,898,243.4	679.20				Average	
		RP-WB290	1900	1,097,735.2	1,898,483.1	688.10				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB29	1901	1,097,650.2	1,898,637.8	693.90				Average	
		RP-WB29	1902	1,097,462.5	1,898,830.6	705.30				Average	
		RP-WB29	1903	1,097,312.2	1,898,987.2	714.70				Average	
		RP-WB29	1911	1,097,172.1	1,899,209.4	718.20				Average	
		RP-WB29	1905	1,097,103.4	1,899,437.2	717.80				Average	
		RP-WB29	2196	1,097,078.5	1,899,561.2	718.90					
RP-NB294 to NB294	12.0	RP-NB294	1906	1,097,224.0	1,898,427.2	722.00				Average	
		RP-NB294	1907	1,097,206.5	1,898,577.2	720.10				Average	
		RP-NB294	1908	1,097,190.9	1,898,711.2	719.40				Average	
		RP-NB294	1909	1,097,191.1	1,898,936.9	718.00				Average	
		RP-NB294	1910	1,097,151.1	1,899,143.4	719.00				Average	
		RP-NB294	1911	1,097,096.5	1,899,339.1	721.10				Average	
		RP-NB294	1912	1,097,068.4	1,899,558.8	721.00				Average	
		RP-NB294	1913	1,097,057.9	1,899,742.1	720.90				Average	
		RP-NB294	1914	1,097,052.0	1,899,844.0	720.80				Average	
		RP-NB294	1915	1,097,045.4	1,899,959.2	721.00					
RP-WB Lake St to WB290	12.0	RP-WB La	1916	1,097,805.2	1,908,572.1	657.50				Average	
		RP-WB La	1917	1,096,976.4	1,908,849.4	672.50				Average	Y
		RP-WB La	1918	1,096,643.2	1,908,960.4	671.00				Average	
		RP-WB La	1919	1,095,950.2	1,909,205.4	669.10					
RP-WB290 to WB North Ave	20.0	RP-WB29	1920	1,095,929.6	1,908,693.6	686.50				Average	Y
		RP-WB29	1921	1,095,775.0	1,908,854.6	685.40				Average	
		RP-WB29	1922	1,095,708.2	1,908,924.8	684.90				Average	
		RP-WB29	1923	1,095,677.8	1,909,010.6	682.10				Average	
		RP-WB29	1924	1,095,686.8	1,909,095.6	679.50				Average	
		RP-WB29	1925	1,095,752.2	1,909,168.4	676.00				Average	
		RP-WB29	1926	1,095,843.9	1,909,192.6	672.70				Average	
		RP-WB29	1927	1,095,931.9	1,909,167.6	669.50				Average	
		RP-WB29	1928	1,095,988.4	1,909,103.0	666.50				Average	
		RP-WB29	1929	1,096,019.1	1,909,016.8	665.90				Average	
		RP-WB29	1930	1,095,994.9	1,908,931.8	664.40				Average	
		RP-WB29	1931	1,095,931.2	1,908,874.4	664.60				Average	
		RP-WB29	1932	1,095,820.9	1,908,840.2	665.40					
RP-WB290 to EB Lake St	12.0	RP-WB29	1945	1,096,696.8	1,906,858.0	685.90				Average	
		RP-WB29	1946	1,096,689.8	1,907,069.8	680.60				Average	
		RP-WB29	1947	1,096,669.6	1,907,288.8	675.50				Average	
		RP-WB29	1948	1,096,644.8	1,907,580.5	670.00				Average	
		RP-WB29	1949	1,096,623.5	1,907,780.4	667.30				Average	
		RP-WB29	1950	1,096,554.8	1,907,985.0	664.00				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB29	1951	1,096,481.2	1,908,169.1	663.90				Average	
		RP-WB29	1952	1,096,366.2	1,908,437.9	662.80				Average	
		RP-WB29	1953	1,096,336.5	1,908,573.4	662.60				Average	
		RP-WB29	1954	1,096,380.0	1,908,704.6	662.10				Average	
		RP-WB29	1955	1,096,490.9	1,908,788.5	662.00					
RP-WB North Ave to WB290	12.0	RP-WB No	1956	1,096,387.5	1,908,913.0	664.00				Average	
		RP-WB No	1957	1,096,243.8	1,908,968.8	665.50				Average	
		RP-WB No	1958	1,095,950.2	1,909,205.4	669.10					
RP-EB North Ave/Lake St to NB294	12.0	RP-EB No	1959	1,097,167.5	1,908,708.9	670.00				Average	
		RP-EB No	1960	1,097,155.2	1,908,022.5	671.70				Average	
		RP-EB No	1961	1,097,148.2	1,907,828.8	674.90				Average	
		RP-EB No	1962	1,097,107.2	1,907,756.8	676.00				Average	
		RP-EB No	1963	1,097,008.8	1,907,732.8	677.90				Average	
		RP-EB No	1964	1,096,931.6	1,907,782.1	681.50				Average	
		RP-EB No	1965	1,096,903.9	1,907,923.6	683.40				Average	
		RP-EB No	1966	1,096,894.4	1,908,031.4	685.10				Average	
		RP-EB No	1967	1,096,892.8	1,908,254.8	688.10				Average	
		RP-EB No	1968	1,096,896.2	1,908,655.8	693.40				Average	
		RP-EB No	1969	1,096,896.9	1,908,741.6	694.00				Average	Y
		RP-EB No	1970	1,096,898.9	1,909,009.8	694.00				Average	
		RP-EB No	1971	1,096,897.8	1,909,285.6	695.10					
RP-EB North Ave to EB290	12.0	RP-EB No	1972	1,095,501.5	1,908,507.4	673.90				Average	
		RP-EB No	1973	1,095,719.6	1,908,425.1	675.50				Average	
		RP-EB No	1974	1,095,927.6	1,908,297.2	676.20				Average	
		RP-EB No	1975	1,096,112.4	1,908,129.0	677.40				Average	
		RP-EB No	1976	1,096,261.1	1,907,930.8	676.90				Average	
		RP-EB No	1977	1,096,382.8	1,907,706.0	674.30				Average	
		RP-EB No	1978	1,096,472.2	1,907,502.0	672.50				Average	
		RP-EB No	1979	1,096,543.1	1,907,211.2	675.50				Average	
		RP-EB No	1980	1,096,583.2	1,906,988.4	681.10				Average	
		RP-EB No	1981	1,096,593.1	1,906,862.4	685.00					
RP-EB St. Charles to EB290	12.0	RP-EB St.	1982	1,095,806.2	1,902,685.0	682.40				Average	
		RP-EB St.	1983	1,095,941.2	1,902,662.5	682.40				Average	
		RP-EB St.	1984	1,096,024.2	1,902,637.2	682.70				Average	
		RP-EB St.	1985	1,096,113.9	1,902,566.2	682.80				Average	
		RP-EB St.	1986	1,096,312.1	1,902,294.0	684.00				Average	
		RP-EB St.	1987	1,096,446.4	1,902,186.6	681.80				Average	
		RP-EB St.	1988	1,096,537.8	1,902,079.6	681.10				Average	
		RP-EB St.	1989	1,096,596.5	1,901,939.8	680.90				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-EB St.	1990	1,096,605.8	1,901,671.2	686.50					
RP-EB St. Charles to WB290	12.0	RP-EB St.	1991	1,096,849.9	1,902,652.1	696.80					Average
		RP-EB St.	1992	1,096,989.8	1,902,608.8	694.20					Average
		RP-EB St.	1993	1,097,079.1	1,902,517.9	690.70					Average
		RP-EB St.	1994	1,097,077.4	1,902,413.9	687.40					Average
		RP-EB St.	1995	1,097,033.5	1,902,330.4	684.70					Average
		RP-EB St.	1996	1,096,949.8	1,902,287.2	682.10					Average
		RP-EB St.	1997	1,096,839.9	1,902,302.0	679.10					Average
		RP-EB St.	1998	1,096,767.6	1,902,360.0	675.80					Average
		RP-EB St.	1999	1,096,721.0	1,902,462.8	675.10					
RP-EB290 to EB St. Charles	12.0	RP-EB290	2000	1,096,594.8	1,902,438.5	674.50					Average
		RP-EB290	2001	1,096,534.8	1,902,344.8	673.10					Average
		RP-EB290	2002	1,096,464.8	1,902,303.0	675.60					Average
		RP-EB290	2003	1,096,352.9	1,902,317.0	678.50					Average
		RP-EB290	2004	1,096,271.0	1,902,395.8	683.10					Average
		RP-EB290	2005	1,096,261.2	1,902,501.4	686.20					Average
		RP-EB290	2006	1,096,312.2	1,902,591.6	688.80					Average
		RP-EB290	2007	1,096,403.2	1,902,644.2	691.10					Average
		RP-EB290	2008	1,096,551.8	1,902,654.8	694.20					
RP-EB290 to WB St. Charles	12.0	RP-EB290	2009	1,096,589.2	1,903,924.2	676.80					Average
		RP-EB290	2010	1,096,581.5	1,903,496.5	677.90					Average
		RP-EB290	2011	1,096,542.9	1,903,375.0	676.80					Average
		RP-EB290	2012	1,096,451.5	1,903,250.8	678.00					Average
		RP-EB290	2013	1,096,283.5	1,903,130.9	679.30					Average
		RP-EB290	2014	1,096,168.2	1,902,995.4	680.60					Average
		RP-EB290	2015	1,096,101.0	1,902,823.9	682.80					Average
		RP-EB290	2016	1,095,994.8	1,902,752.4	682.70					Average
		RP-EB290	2017	1,095,799.4	1,902,750.1	682.90					
RP-WB St. Charles to EB290	12.0	RP-WB St	2018	1,096,544.0	1,902,722.4	694.20					Average
		RP-WB St	2019	1,096,393.2	1,902,732.2	690.50					Average
		RP-WB St	2020	1,096,284.6	1,902,783.0	687.00					Average
		RP-WB St	2021	1,096,229.1	1,902,884.8	683.40					Average
		RP-WB St	2022	1,096,242.8	1,902,993.2	681.50					Average
		RP-WB St	2023	1,096,310.0	1,903,064.6	679.50					Average
		RP-WB St	2024	1,096,406.6	1,903,087.5	676.40					Average
		RP-WB St	2025	1,096,512.8	1,903,047.2	674.80					Average
		RP-WB St	2026	1,096,580.4	1,902,941.1	674.50					
RP-WB290 to EB St. Charles	12.0	RP-WB29	2027	1,096,710.8	1,901,670.2	686.40					Average
		RP-WB29	2028	1,096,730.1	1,901,880.0	680.90					Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB29	2029	1,096,765.8	1,902,000.6	679.10				Average
		RP-WB29	2030	1,096,847.9	1,902,114.8	679.00				Average
		RP-WB29	2031	1,097,083.8	1,902,300.2	681.50				Average
		RP-WB29	2032	1,097,214.8	1,902,551.5	689.70				Average
		RP-WB29	2033	1,097,266.9	1,902,600.4	695.00				
RP-WB290 to WB St. Charles	12.0	RP-WB29	2034	1,096,718.9	1,902,946.8	674.30				Average
		RP-WB29	2035	1,096,796.0	1,903,046.9	674.90				Average
		RP-WB29	2036	1,096,907.6	1,903,069.4	677.30				Average
		RP-WB29	2037	1,097,017.2	1,903,016.8	682.60				Average
		RP-WB29	2038	1,097,056.6	1,902,921.8	685.60				Average
		RP-WB29	2039	1,097,044.0	1,902,808.0	691.70				Average
		RP-WB29	2040	1,096,966.1	1,902,746.6	693.60				Average
		RP-WB29	2041	1,096,855.6	1,902,721.1	695.60				
RP-WB St. Charles to WB290	12.0	RP-WB St	2042	1,097,275.1	1,902,719.8	694.80				Average
		RP-WB St	2043	1,097,182.5	1,902,861.9	689.10				Average
		RP-WB St	2044	1,097,110.2	1,903,012.4	686.60				Average
		RP-WB St	2045	1,097,037.2	1,903,100.2	684.40				Average
		RP-WB St	2046	1,096,892.9	1,903,212.0	677.10				Average
		RP-WB St	2047	1,096,783.0	1,903,311.8	676.80				Average
		RP-WB St	2048	1,096,710.8	1,903,490.6	678.00				Average
		RP-WB St	2049	1,096,702.2	1,903,930.8	677.40				
OS-SB294	12.0	OS-SB294	2050	1,107,323.8	1,926,744.8	656.90				Average
		OS-SB294	2051	1,107,261.4	1,926,593.2	653.20				Average
		OS-SB294	2052	1,107,216.8	1,926,484.9	651.40				Average
		OS-SB294	2053	1,107,175.6	1,926,383.2	649.40				Average
		OS-SB294	2054	1,107,112.2	1,926,215.2	645.80				Average
		OS-SB294	2055	1,106,997.6	1,925,859.9	642.10				Average
		OS-SB294	2056	1,106,954.4	1,925,737.0	641.10				Average
		OS-SB294	2057	1,106,881.9	1,925,559.8	643.20				Average
		OS-SB294	2058	1,106,798.9	1,925,449.2	647.10				Average
		OS-SB294	2059	1,106,721.4	1,925,368.2	651.00				Average
		OS-SB294	2060	1,106,444.0	1,925,211.2	655.80				Average
		OS-SB294	2061	1,106,380.4	1,925,003.2	655.20				Average
		OS-SB294	2062	1,106,329.8	1,924,824.2	655.90				Average
		OS-SB294	2063	1,106,374.9	1,924,694.6	654.00				Average
		OS-SB294	2064	1,106,450.4	1,924,571.0	653.00				Average
		OS-SB294	2065	1,106,499.4	1,924,476.0	651.20				Average
		OS-SB294	2066	1,106,526.1	1,924,344.6	650.90				Average
		OS-SB294	2067	1,106,517.6	1,924,206.2	650.70				Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		OS-SB294	2068	1,106,484.9	1,924,092.8	653.10				Average
		OS-SB294	2069	1,106,445.8	1,923,969.9	653.90				Average
		OS-SB294	2070	1,106,421.5	1,923,894.1	652.70				Average
		OS-SB294	2071	1,106,396.2	1,923,814.9	655.60				
OS-NB294	12.0	OS-NB294	2072	1,106,556.4	1,923,809.6	656.80				Average
		OS-NB294	2073	1,106,589.2	1,923,900.1	652.30				Average
		OS-NB294	2074	1,106,612.0	1,923,962.2	652.90				Average
		OS-NB294	2075	1,106,657.4	1,924,087.2	652.20				Average
		OS-NB294	2076	1,106,711.5	1,924,207.8	650.20				Average
		OS-NB294	2077	1,106,800.2	1,924,327.6	651.10				Average
		OS-NB294	2078	1,106,948.6	1,924,448.5	652.80				Average
		OS-NB294	2079	1,107,103.2	1,924,529.9	654.30				Average
		OS-NB294	2080	1,107,158.4	1,924,576.1	655.20				Average
		OS-NB294	2081	1,107,234.8	1,924,788.6	656.50				Average
		OS-NB294	2082	1,107,271.2	1,924,984.6	652.30				Average
		OS-NB294	2083	1,107,181.2	1,925,120.6	654.90				Average
		OS-NB294	2084	1,107,108.0	1,925,275.4	649.90				Average
		OS-NB294	2085	1,107,086.5	1,925,431.2	643.90				Average
		OS-NB294	2086	1,107,090.1	1,925,583.4	641.00				Average
		OS-NB294	2087	1,107,128.0	1,925,731.5	641.60				Average
		OS-NB294	2088	1,107,156.1	1,925,853.8	642.10				Average
		OS-NB294	2089	1,107,266.0	1,926,215.6	644.80				Average
		OS-NB294	2090	1,107,324.1	1,926,385.0	649.00				Average
		OS-NB294	2091	1,107,363.2	1,926,483.2	650.80				Average
		OS-NB294	2092	1,107,407.5	1,926,593.1	651.80				Average
		OS-NB294	2093	1,107,470.8	1,926,739.6	654.90				
RP-SB294 to WB Irving Park	12.0	RP-SB294	2094	1,108,110.0	1,928,523.8	642.00				Average
		RP-SB294	2095	1,108,076.8	1,928,452.0	642.30				Average
		RP-SB294	2096	1,107,936.9	1,928,148.2	641.40				Average
		RP-SB294	2097	1,107,872.8	1,928,002.4	642.40				Average
		RP-SB294	2098	1,107,805.5	1,927,870.0	645.30				Average
		RP-SB294	2099	1,107,751.8	1,927,770.1	646.30				Average
		RP-SB294	2100	1,107,693.8	1,927,655.1	647.40				Average
		RP-SB294	2101	1,107,562.9	1,927,415.5	653.80				Average
		RP-SB294	2102	1,107,483.9	1,927,331.8	650.90				Average
		RP-SB294	2103	1,107,374.2	1,927,270.1	646.90				Average
		RP-SB294	2104	1,107,260.8	1,927,244.4	642.90				Average
		RP-SB294	2105	1,107,128.9	1,927,242.5	641.90				Average
		RP-SB294	2106	1,107,022.2	1,927,257.2	642.90				Average

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-SB294	2107	1,106,925.4	1,927,282.5	642.30					
RP-SB294 to EB Irving Park	12.0	RP-SB294	2108	1,107,764.8	1,927,766.8	648.60				Average	
		RP-SB294	2109	1,107,711.8	1,927,652.8	650.20				Average	
		RP-SB294	2110	1,107,489.9	1,927,183.2	661.00				Average	Y
		RP-SB294	2111	1,107,451.4	1,927,105.9	661.00				Average	
		RP-SB294	2112	1,107,405.2	1,927,011.1	658.90				Average	
		RP-SB294	2113	1,107,332.9	1,926,866.1	656.80				Average	
		RP-SB294	2114	1,107,263.0	1,926,797.0	654.80				Average	
		RP-SB294	2115	1,107,166.4	1,926,780.2	653.40				Average	
		RP-SB294	2116	1,107,083.9	1,926,818.8	650.30				Average	
		RP-SB294	2117	1,107,034.0	1,926,890.0	647.30				Average	
		RP-SB294	2118	1,107,030.9	1,926,993.4	645.90				Average	
		RP-SB294	2119	1,107,089.9	1,927,079.0	643.80				Average	
		RP-SB294	2120	1,107,202.9	1,927,130.0	641.80				Average	
		RP-SB294	2121	1,107,351.6	1,927,137.5	640.30					
RP-EB Irving Park to NB294	12.0	RP-EB Irv	2122	1,107,844.4	1,927,033.4	636.70				Average	
		RP-EB Irv	2123	1,107,916.6	1,926,951.2	637.20				Average	
		RP-EB Irv	2124	1,107,937.2	1,926,856.1	638.30				Average	
		RP-EB Irv	2125	1,107,914.2	1,926,761.2	638.70				Average	
		RP-EB Irv	2126	1,107,848.0	1,926,686.5	642.40				Average	
		RP-EB Irv	2127	1,107,770.2	1,926,650.1	643.80				Average	
		RP-EB Irv	2128	1,107,659.4	1,926,673.2	646.00				Average	
		RP-EB Irv	2129	1,107,588.2	1,926,751.9	653.80				Average	
		RP-EB Irv	2130	1,107,573.9	1,926,851.2	656.60				Average	
		RP-EB Irv	2131	1,107,584.2	1,926,945.8	659.90				Average	
		RP-EB Irv	2132	1,107,640.1	1,927,071.2	661.00				Average	Y
		RP-EB Irv	2133	1,107,678.5	1,927,153.6	661.00				Average	
		RP-EB Irv	2134	1,107,907.8	1,927,639.2	650.80				Average	
		RP-EB Irv	2135	1,108,015.4	1,927,863.2	647.60				Average	
		RP-EB Irv	2136	1,108,082.2	1,928,002.4	646.00				Average	
		RP-EB Irv	2192	1,108,146.8	1,928,136.8	644.00				Average	
		RP-EB Irv	2193	1,108,296.0	1,928,447.6	642.90				Average	
		RP-EB Irv	2194	1,108,321.2	1,928,500.1	642.90					
RP-WB Irving Park to NB294	12.0	RP-WB Irv	2138	1,108,027.0	1,927,099.5	636.40				Average	
		RP-WB Irv	2139	1,107,937.2	1,927,176.8	640.10				Average	
		RP-WB Irv	2140	1,107,883.5	1,927,298.6	645.70				Average	
		RP-WB Irv	2141	1,107,875.9	1,927,434.6	647.60				Average	
		RP-WB Irv	2142	1,107,898.6	1,927,552.1	651.10				Average	
		RP-WB Irv	2143	1,107,935.8	1,927,637.9	648.60				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-WB Inv	2144	1,108,037.8	1,927,859.2	646.00				Average	
		RP-WB Inv	2145	1,108,098.5	1,927,991.2	644.90					
ML-SB294-07x	12.0	ML-SB294	2146	1,108,137.0	1,928,518.0	642.50				Average	
		ML-SB294	2147	1,108,109.1	1,928,450.0	642.90				Average	
		ML-SB294	2148	1,107,981.4	1,928,138.5	644.80				Average	
		ML-SB294	2149	1,107,924.8	1,928,007.2	646.60				Average	
		ML-SB294	2150	1,107,859.1	1,927,868.0	648.40				Average	
		ML-SB294	2151	1,107,754.2	1,927,639.5	653.00				Average	
		ML-SB294	2152	1,107,538.1	1,927,177.1	661.00				Average	Y
		ML-SB294	2153	1,107,498.4	1,927,097.0	661.00				Average	
		ML-SB294	2154	1,107,450.1	1,926,999.6	659.10					
TL-SB294 near O'Hare	24.0	TL-SB294	2155	1,109,167.2	1,930,632.2	657.00				Average	
		TL-SB294	2156	1,109,059.2	1,930,435.2	648.20				Average	Y
		TL-SB294	2157	1,109,021.0	1,930,368.1	660.00				Average	
		TL-SB294	2158	1,108,926.2	1,930,230.8	657.00				Average	
		TL-SB294	2159	1,108,727.9	1,929,987.0	652.50				Average	
		TL-SB294	2160	1,108,567.0	1,929,750.6	649.00				Average	
		TL-SB294	2161	1,108,396.9	1,929,404.9	649.70				Average	
		TL-SB294	2162	1,108,295.8	1,929,149.1	643.60				Average	
		TL-SB294	2163	1,108,248.6	1,928,971.1	643.00				Average	
		TL-SB294	2164	1,108,191.5	1,928,744.1	642.00				Average	
		TL-SB294	2195	1,108,110.0	1,928,523.8	642.00					
RP-EB/WB Balmoral to SB294	12.0	RP-EB/WB	2165	1,110,272.4	1,934,387.6	662.00				Average	
		RP-EB/WB	2166	1,110,304.6	1,934,225.0	653.20				Average	
		RP-EB/WB	2167	1,110,335.0	1,934,078.2	646.10				Average	
		RP-EB/WB	2168	1,110,353.2	1,933,953.9	640.80				Average	
		RP-EB/WB	2169	1,110,360.4	1,933,867.2	639.00				Average	
		RP-EB/WB	2170	1,110,366.9	1,933,735.1	637.60				Average	
		RP-EB/WB	2171	1,110,367.8	1,933,638.0	637.80				Average	
		RP-EB/WB	2172	1,110,363.1	1,933,514.9	638.00				Average	
		RP-EB/WB	2173	1,110,347.2	1,933,376.0	639.00				Average	
		RP-EB/WB	2174	1,110,328.1	1,933,251.8	640.30				Average	
		RP-EB/WB	2175	1,110,304.2	1,933,136.9	642.20					
RP-NB294 to EB/WB Balmoral	12.0	RP-NB294	2176	1,110,501.0	1,933,155.6	645.70				Average	
		RP-NB294	2177	1,110,527.9	1,933,257.2	642.90				Average	
		RP-NB294	2178	1,110,554.4	1,933,366.9	641.30				Average	
		RP-NB294	2179	1,110,589.9	1,933,511.8	638.70				Average	
		RP-NB294	2180	1,110,610.1	1,933,645.2	637.50				Average	
		RP-NB294	2181	1,110,610.9	1,933,747.2	637.50				Average	

INPUT: ROADWAYS

Tri-State Tollway (4224)

		RP-NB294	2182	1,110,609.1	1,933,870.4	637.60				Average	
		RP-NB294	2183	1,110,606.0	1,933,969.4	636.70				Average	
		RP-NB294	2184	1,110,607.4	1,934,091.2	636.80				Average	
		RP-NB294	2185	1,110,609.5	1,934,244.0	637.00				Average	
		RP-NB294	2186	1,110,611.9	1,934,419.4	662.00					
RP-EB190 to SB294	12.0	RP-EB190	2207	1,110,142.2	1,935,742.1	641.00				Average	
		RP-EB190	2208	1,110,201.4	1,935,510.6	640.60				Average	
		RP-EB190	2209	1,110,232.9	1,935,311.2	642.30				Average	
		RP-EB190	2210	1,110,271.0	1,935,069.8	643.50					
RP-NB294 to WB190	12.0	RP-NB294	2211	1,110,424.4	1,935,074.1	642.20				Average	
		RP-NB294	2212	1,110,407.8	1,935,313.2	641.00				Average	
		RP-NB294	2213	1,110,435.8	1,935,510.6	640.90				Average	
		RP-NB294	2214	1,110,510.9	1,935,737.8	639.20					
RP-SB294 to WB290	12.0	RP-SB294	2215	1,096,750.0	1,909,286.0	694.90				Average	
		RP-SB294	2216	1,096,754.4	1,909,007.2	693.90				Average	Y
		RP-SB294	2217	1,096,746.5	1,908,735.8	693.90				Average	
		RP-SB294	2218	1,096,744.9	1,908,657.9	693.00				Average	
		RP-SB294	2219	1,096,735.8	1,908,460.5	689.00				Average	
		RP-SB294	2220	1,096,694.1	1,908,331.0	686.60				Average	
		RP-SB294	2221	1,096,552.8	1,908,222.5	684.00				Average	Y
		RP-SB294	2222	1,096,393.6	1,908,218.1	683.00				Average	
		RP-SB294	2223	1,096,248.6	1,908,292.4	682.00				Average	
		RP-SB294	2224	1,096,165.2	1,908,399.0	683.50				Average	
		RP-SB294	2225	1,096,042.8	1,908,557.8	685.40				Average	
		RP-SB294	2226	1,095,929.6	1,908,693.6	686.50					

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

Hanson/Prairie Engineers		13 November 2017											
Bryan Cross		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		Tri-State Tollway (4224)											
RUN:		No Build Case, Aug19th/Nov13 final											
Roadway	Points												
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles		
			Autos		V	S	V	S	V	S	V	S	
			V	S	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
ML-NB294-IL-01	ML-NB294-IL-	1	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	2	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	3	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	4	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	5	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	6	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	7	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	8	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	9	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	10	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	11	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	12	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	13	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	14	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	15	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	16	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	17	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	18	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	19	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	20	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	21	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	22	2822	55	133	55	365	55	0	0	0	0	
	ML-NB294-IL-	23	2822	55	133	55	365	55	0	0	0	0	

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	24	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	25	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-IL-	26										
ML-NB294-IL-02	ML-NB294-IL-	27	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	28	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	29	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	30	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	31	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	32	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	33	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	34	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	35	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	36	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	37	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	38	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	39	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	40	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	41	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	42	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	43	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	44	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	45	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	46	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	47	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	48	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	49	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	50	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	51	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	52	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	53	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	54	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	55	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	56	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	57	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	58	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	59	2804	55	132	55	363	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	60	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	61	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	62	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	63	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	64	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	65	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-IL-	66										
ML-NB294-IL-03	ML-NB294-IL-	67	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	68	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	69	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	70	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	71	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	72	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	73	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	74	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	75	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	76	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	77	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	78	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	79	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-IL-	80										
ML-NB294-IL-04	ML-NB294-IL-	81	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	82	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	83	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	84	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	85	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	86	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	87	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	88	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	89	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	90	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	91	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	92	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	93	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	94	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	95	3312	55	156	55	429	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	96	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	97	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	98	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	99	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	100	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	101	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	102	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	103	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	104	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	105	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	106	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	107	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	108	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	109	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	110	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	111	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	112	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	113	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	114	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	115	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	116	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	117	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	118	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	119	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	120	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	121	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	122	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	123	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	124	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-IL-	125										
ML-NB294-IL-05	ML-NB294-IL-	211	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	212	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	213	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	214	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	215	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	216	4388	55	207	55	568	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	217	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	218	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	219	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	220	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	221	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	222	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	223	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	224	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	225	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	226	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	227	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	228	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	229	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	230	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	231	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	232	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	233	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	234	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	235	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	236	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	237	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	238	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	239	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	240	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	241	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	242	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	243	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	244	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	245	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	246	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	247	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	248	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	249	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	250	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	251	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	252	4388	55	207	55	568	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	253	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	254	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	255	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	256	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	257	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	258	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	259	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	0	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	261	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	262	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	263	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	264	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	265	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	266	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	267	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	268	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	269	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	270	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	271	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	272	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	273	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	274	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	275	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	276	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	277	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	278	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	279	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	280	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	281	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	282	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	283	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	284	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	285										
ML-NB294-IL-06	ML-NB294-IL-	286	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	287	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	288	2963	55	140	55	384	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	289	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	290	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	291	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	292	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	293	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	294	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	295	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	296	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	297	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	298	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	299	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	300	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	301	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	302	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	303										
ML-NB294-IL-07	ML-NB294-IL-	304	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	305	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	306	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	307	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	308	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	309	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	310	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	311	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	312	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	313										
ML-NB294-IL-08	ML-NB294-IL-	314	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	315	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	316	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	317	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	318	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	319	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	320	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	321	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	322	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	323	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	324	2293	55	108	55	297	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-IL-	325	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	326	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	327	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	328	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	329	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	330	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	331	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	332	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	333	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	334	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	335	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	336	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	337	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	338	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	339	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	340										
ML-NB294-IL-09	ML-NB294-IL-	341	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	342	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	343	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	344	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	345	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	346	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	347	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	348	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	349	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	350	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	351	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	352	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	353	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	354	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	355										
ML-NB294-IL-10	ML-NB294-IL-	356	2198	55	104	55	285	55	0	0	0	0
	ML-NB294-IL-	357	2198	55	104	55	285	55	0	0	0	0
	ML-NB294-IL-	358										
ML-NB294-OL-01	ML-NB294-OL	359	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	360	2822	55	133	55	365	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	361	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	362	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	363	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	364	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	365	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	366	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	367	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	368	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	369	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	370	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	371	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	372	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	373	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	374	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	375	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	376	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	377	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	378	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	379	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	380	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	381	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	382	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	383	2822	55	133	55	365	55	0	0	0	0
	ML-NB294-OL	384										
ML-NB294-OL-02	ML-NB294-OL	385	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	386	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	387	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	388	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	389	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	390	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	391	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	392	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	393	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	394	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	395	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	396	2804	55	132	55	363	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	397	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	398	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	399	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	400	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	401	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	402	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	403	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	404	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	405	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	406	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	407	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	408	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	409	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	410	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	411	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	412	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	413	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	414	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	415	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	416	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	417	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	418	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	419	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	420	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	421	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	422	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	423	2804	55	132	55	363	55	0	0	0	0
	ML-NB294-OL	424										
ML-NB294-OL-03	ML-NB294-OL	425	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	426	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	427	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	428	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	429	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	430	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	431	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	432	3370	55	159	55	436	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	433	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	434	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	435	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	436	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	437	3370	55	159	55	436	55	0	0	0	0
	ML-NB294-OL	438										
ML-NB294-OL-04	ML-NB294-OL	439	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	440	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	441	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	442	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	443	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	444	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	445	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	446	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	447	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	448	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	449	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	450	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	451	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	452	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	453	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	454	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	455	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	456	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	457	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	458	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	459	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	460	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	461	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	462	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	463	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	464	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	465	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	466	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	467	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	468	3312	55	156	55	429	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	469	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	470	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	471	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	472	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	473	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	474	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	475	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	476	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	477	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	478	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	479	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	480	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	481	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	482	3312	55	156	55	429	55	0	0	0	0
	ML-NB294-OL	483										
ML-NB294-OL-05	ML-NB294-OL	484	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	485	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	486	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	487	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	488	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	489	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	490	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	491	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	492	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	493	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	494	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	495	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	496	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	497	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	498	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	499	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	500	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	501	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	502	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	503	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	504	4388	55	207	55	568	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	505	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	506	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	507	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	508	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	509	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	510	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	511	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	512	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	513	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	514	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	515	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	516	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	517	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	518	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	519	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	520	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	521	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	522	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	523	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	524	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	525	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	526	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	527	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	528	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	529	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	530	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	531	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	532	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	533	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	534	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	535	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	536	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	537	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	538	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	539	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	540	4388	55	207	55	568	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	541	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	542	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	543	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	544	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	545	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	546	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	547	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	548	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	549	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	550	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	551	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	552	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	553	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	554	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	555	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	556	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	557	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	558	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	559										
ML-NB294-OL-06	ML-NB294-OL	560	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	561	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	562	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	563	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	564	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	565	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	566	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	567	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	568	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	569	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	570	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	571	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	572	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	573	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	574	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	575	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	576	2963	55	140	55	384	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	577										
ML-NB294-OL-07	ML-NB294-OL	578	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	579	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	580	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	581	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	582	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	583	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	584	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	585	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	586	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	587										
ML-NB294-OL-08	ML-NB294-OL	588	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	589	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	590	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	591	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	592	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	593	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	594	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	595	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	596	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	597	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	598	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	599	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	600	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	601	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	602	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	603	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	604	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	605	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	606	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	607	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	608	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	609	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	610	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	611	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	612	2293	55	108	55	297	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	613	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	614										
ML-NB294-OL-09	ML-NB294-OL	615	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	616	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	617	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	618	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	619	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	620	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	621	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	622	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	623	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	624	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	625	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	626	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	627	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	628	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	629										
ML-NB294-OL-10	ML-NB294-OL	630	2198	55	104	55	285	55	0	0	0	0
	ML-NB294-OL	631	2198	55	104	55	285	55	0	0	0	0
	ML-NB294-OL	632										
ML-NB294-OL2-08	ML-NB294-OL	633	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	634	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	635	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	636	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	637	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	638	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	639	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	640	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	641	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	642	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	643	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	644	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	645	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	646	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	647	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	648	2293	55	108	55	297	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-NB294-OL	649	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	650	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	651	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	652	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	653	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	654	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	655	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	656	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	657	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	658	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	659										
ML-NB294-OL2-09	ML-NB294-OL	660	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	661	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	662	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	663	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	664	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	665	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	666	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	667	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	668	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	669	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	670	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	671	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	672	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	673	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	674										
ML-SB294-OL2-09	ML-SB294-OL	675	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	676	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	677	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	678	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	679	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	680	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	681	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	682	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	683	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	684	2661	55	125	55	344	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	685	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	686	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	687	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	688	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	689										
ML-SB294-OL2-08	ML-SB294-OL	690	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	691	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	692	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	693	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	694	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	695	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	696	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	697	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	698	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	699	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	700	2660	55	125	55	0	55	0	0	0	0
	ML-SB294-OL	701	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	702	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	703	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	704										
ML-SB294-OL-10	ML-SB294-OL	705	3807	55	179	55	493	55	0	0	0	0
	ML-SB294-OL	706	3807	55	179	55	493	55	0	0	0	0
	ML-SB294-OL	707										
ML-SB294-OL-09	ML-SB294-OL	708	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	709	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	710	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	711	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	712	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	713	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	714	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	715	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	716	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	717	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	718	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	719	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	720	2661	55	125	55	344	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	721	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	722										
ML-SB294-OL-08	ML-SB294-OL	723	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	724	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	725	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	726	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	727	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	728	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	729	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	730	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	731	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	732	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	733	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	734	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	735	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	736	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	737	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	738	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	739	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	740	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	741	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	742	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	743	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	744	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	745	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	746	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	747	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	748	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	749										
ML-SB294-OL-07	ML-SB294-OL	750	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	751	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	752	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	753	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	754	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	755	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	756	4026	55	190	55	521	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	757	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	758	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	759										
ML-SB294-OL-06	ML-SB294-OL	760	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	761	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	762	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	763	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	764	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	765	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	766	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	767	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	768	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	769	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	770	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	771	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	772	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	773	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	774	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	775	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	776	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	777										
ML-SB294-OL-05	ML-SB294-OL	778	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	779	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	780	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	781	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	782	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	783	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	784	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	785	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	786	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	787	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	788	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	789	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	790	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	791	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	792	4439	55	209	55	575	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	793	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	794	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	795	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	796	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	797	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	798	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	799	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	800	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	801	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	802	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	803	4439	55	209	0	575	55	0	0	0	0
	ML-SB294-OL	804	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	805	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	806	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	807	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	808	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	809	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	810	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	811	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	812	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	813	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	814	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	815	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	816	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	817	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	818	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	819	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	820	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	821	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	822	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	823	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	824	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	825	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	826	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	827	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	828	4439	55	209	55	575	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	829	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	830	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	831	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	832	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	833	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	834	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	835	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	836	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	837	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	838	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	839	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	840	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	841	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	842	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	843	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	844	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	845	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	846	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	847	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	848	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	849	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	850	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	851	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	852										
ML-SB294-OL-04	ML-SB294-OL	853	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	854	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	855	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	856	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	857	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	858	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	859	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	860	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	861	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	862	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	863	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	864	2399	55	113	55	311	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	865	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	866	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	867	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	868	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	869	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	870	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	871	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	872	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	873	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	874	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	875	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	876	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	877	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	878	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	879	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	880	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	881	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	882	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	883	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	884	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	885	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	886	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	887	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	888	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	889	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	890	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	891	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	892	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	893	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	894	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	895	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-OL	896										
ML-SB294-OL-03	ML-SB294-OL	897	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	898	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	899	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	900	2865	55	135	55	371	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	901	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	902	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	903	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	904	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	905	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	906	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	907	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	908	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	909	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	910	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	911	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	912	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	913	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	914	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	915	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	916	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	917	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-OL	918										
ML-SB294-OL-02	ML-SB294-OL	919	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	920	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	921	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	922	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	923	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	924	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	925	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	926	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	927	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	928	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	929	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	930	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	931	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	932	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	933	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	934	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	935	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	936	2081	55	98	55	270	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-OL	937	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	938	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	939	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	940	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	941	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	942	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	943	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	944	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	945	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	946	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	947	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	948	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	949	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	950	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	951	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	952	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	953	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	954	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-OL	955										
ML-SB294-OL-01	ML-SB294-OL	958	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	959	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	960	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	961	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	962	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	963	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	964	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	965	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	966	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	967	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	968	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	969	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	970	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	971	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	972	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	973	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	974	1785	55	84	55	231	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-OL	975	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	976	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	977	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	978	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	2202	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-OL	2203										
ML-SB294-IL-10	ML-SB294-IL-	979	3807	55	179	55	493	55	0	0	0	0
	ML-SB294-IL-	980	3807	55	179	55	493	55	0	0	0	0
	ML-SB294-IL-	981										
ML-SB294-IL-09	ML-SB294-IL-	982	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	983	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	984	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	985	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	986	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	987	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	988	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	989	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	990	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	991	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	992	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	993	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	994	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	995	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	996										
ML-SB294-IL-08	ML-SB294-IL-	997	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	998	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	999	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1000	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1001	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1002	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1003	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1004	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1005	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1006	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1007	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1008	2660	55	125	55	344	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-IL-	1009	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1010	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1011	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1012	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1013	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1014	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1015	2660	0	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1016	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1017	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1018	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1019	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1020	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1021	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1022	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	1023										
ML-SB294-IL-07	ML-SB294-IL-	1024	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1025	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1026	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1027	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1028	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1029	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1030	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1031	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1032	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	1033										
ML-SB294-IL-06	ML-SB294-IL-	1034	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1035	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1036	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1037	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1038	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1039	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1040	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1041	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1042	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1043	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1044	3529	55	166	55	457	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-IL-	1045	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1046	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1047	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1048	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1049	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1050	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	1051										
ML-SB294-IL-05	ML-SB294-IL-	1052	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1053	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1054	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1055	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1056	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1057	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1058	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1059	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1060	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1061	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1062	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1063	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1064	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1065	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1066	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1067	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1068	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1069	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1070	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1071	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1072	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1073	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1074	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1075	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1076	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1077	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1078	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1079	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1080	4439	55	209	55	575	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-IL-	1081	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1082	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1083	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1084	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1085	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1086	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1087	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1088	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1089	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1090	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1091	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1092	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1093	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1094	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1095	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1096	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1097	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1098	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1099	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1100	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1101	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1102	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1103	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1104	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1105	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1106	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1107	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1108	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1109	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1110	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1111	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1112	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1113	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1114	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1115	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1116	4439	55	209	55	575	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-IL-	1117	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1118	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1119	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1120	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1121	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1122	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1123	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1124	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1125	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1126										
ML-SB294-IL-04	ML-SB294-IL-	1127	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1128	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1129	0	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1130	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1131	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1132	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1133	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1134	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1135	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1136	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1137	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1138	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1139	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1140	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1141	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1142	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1143	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1144	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1145	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1146	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1147	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1148	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1149	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1150	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1151	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1152	2399	55	113	55	311	55	0	0	0	0

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Tri-State Tollway (4224)

	ML-SB294-IL-	1153	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1154	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1155	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1156	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1157	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1158	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1159	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1160	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1161	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1162	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1163	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1164	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1165	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1166	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1167	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1168	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1169	2399	55	113	55	311	55	0	0	0	0
	ML-SB294-IL-	1170										
ML-SB294-IL-03	ML-SB294-IL-	1171	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1172	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1173	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1174	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1175	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1176	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1177	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1178	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1179	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1180	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1181	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1182	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1183	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1184	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1185	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1186	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1187	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1188	2865	55	135	55	371	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-IL-	1189	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1190	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1191	2865	55	135	55	371	55	0	0	0	0
	ML-SB294-IL-	1192										
ML-SB294-IL-02	ML-SB294-IL-	1193	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1194	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1195	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1196	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1197	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1198	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1199	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1200	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1201	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1202	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1203	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1204	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1205	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1206	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1207	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1208	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1209	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1210	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1211	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1212	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1213	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1214	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1215	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1216	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1217	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1218	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1219	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1220	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1221	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1222	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1223	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1224	2081	55	98	55	270	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-SB294-IL-	1225	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1226	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1227	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	1228	2081	55	98	55	270	55	0	0	0	0
	ML-SB294-IL-	2206										
ML-SB294-IL-01	ML-SB294-IL-	1232	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1233	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1234	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1235	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1236	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1237	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1238	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1239	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1240	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1241	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1242	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1243	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1244	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1245	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1246	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1247	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1248	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1249	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1250	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1251	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	1252	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	2204	1785	55	84	55	231	55	0	0	0	0
	ML-SB294-IL-	2205										
ML-EB290-IL-X01	ML-EB290-IL-	1253	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1254	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1255	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1256	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1257	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1258	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1259	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1260	4086	55	192	55	529	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-EB290-IL-	1261	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1262	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1263	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1264										
ML-EB290-IL-X02	ML-EB290-IL-	1265	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1266	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1267	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1268	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1269	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1270	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1271	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1272	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1273										
ML-EB290-IL-X03	ML-EB290-IL-	1274	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1275										
ML-EB290-IL-X04	ML-EB290-IL-	1276	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1277	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1278	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1279										
ML-EB290-IL-X05	ML-EB290-IL-	1280	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1281	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1282	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1283	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1284	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1285	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1286	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1287	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1288	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1289	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1290	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1291	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1292	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1293	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1294	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1295	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1296	4529	55	213	55	586	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-EB290-IL-	1297	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1298										
ML-EB290-IL-X06	ML-EB290-IL-	1299	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1300	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1301	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1302	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1303	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1304	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	2198										
ML-EB290-OL-X01	ML-EB290-OL	1305	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1306	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1307	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1308	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1309	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1310	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1311	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1312	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1313	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1314	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1315	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1316										
ML-EB290-OL-X02	ML-EB290-OL	1317	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1318	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1319	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1320	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1321	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1322	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1323	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1324	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1325										
ML-EB290-OL-X03	ML-EB290-OL	1326	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1327										
ML-EB290-OL-X04	ML-EB290-OL	1328	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1329	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1330	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1331										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

ML-EB290-OL-X05	ML-EB290-OL	1332	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1333	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1334	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1335	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1336	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1337	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1338	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1339	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1340										
RP-EB290 to Manheim	RP-EB290 to I	1341	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1342	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1343	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1344	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1345	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1346	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	2197										
ML-WB290-IL-X01	ML-WB290-IL	1348	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1349	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1350	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1351	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1352	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1353	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1354	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1355	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1356	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1357	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1358	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1359										
ML-WB290-IL-X02	ML-WB290-IL	1360	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1361	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1362	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1363	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1364	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1365	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1366	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1367	5184	55	244	55	671	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-WB290-IL	2188										
ML-WB290-IL-X03	ML-WB290-IL	1368	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1369										
ML-WB290-IL-X04	ML-WB290-IL	1370	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1371	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1372	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1373										
ML-WB290-IL-X05	ML-WB290-IL	1374	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1375	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1376	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1377	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1378	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1379	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1380	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1381	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1382	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1383	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1384	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1385	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1386	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1387	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1388	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1389	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1390	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1391	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1392	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1393	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1394	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1395	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1396	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	2200										
ML-WB290-OL-X01	ML-WB290-OI	1397	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1398	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1399	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1400	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1401	1944	55	91	55	252	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-WB290-OI	1402	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1403	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1404	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1405	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1406	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1407	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1408										
ML-WB290-OL-X02	ML-WB290-OI	1409	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1410	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1411	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1412	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1413	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1414	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1415	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1416	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	2189										
ML-WB290-OL-X03	ML-WB290-OI	1417	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1418										
ML-WB290-OL-X04	ML-WB290-OI	1419	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1420	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1421	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1422										
ML-WB290-OL-X05	ML-WB290-OI	1423	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1424	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1425	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1426	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1427	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1428	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1429	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1430	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1431	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1432	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1433	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1434	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1435	2155	55	101	55	279	55	0	0	0	0
	ML-WB290-OI	1436										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

ML-EB88	ML-EB88-01	1437	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-02	1438	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-03	1439	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-04	1440	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-05	1441	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-06	1442	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-07	1443	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-08	1444	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-09	1445	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-10	1446	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-11	1447	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-12	1448	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-13	1449	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-14	1450	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-15	1451	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-16	1452	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-17	1453	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-18	1454	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-19	1455	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-20	1456	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-21	1457	7162	55	337	55	927	55	0	0	0	0
	ML-EB88-22	1458										
ML-WB88	ML-WB88-01	1459	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-02	1460	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-03	1461	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-04	1462	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-05	1463	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-06	1464	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-07	1465	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-08	1466	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-09	1467	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-10	1468	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-11	1469	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-12	1470	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-13	1471	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-14	1472	7162	55	337	55	927	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-WB88-15	1473	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-16	1474	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-17	1475	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-18	1476	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-19	1477	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-20	1478	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-21	1479										
ML-EB Roosevelt	ML-EB Roose	1480	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1481	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1482	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1483	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1484	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1485	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1486	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1487										
ML-WB Roosevelt	ML-WB Roose	1488	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1489	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1490	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1491	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1492	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1493	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1494	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1495										
ML-EB Butterfield	ML-EB Butterf	1496	783	35	37	35	101	35	0	0	0	0
	ML-EB Butterf	1497	783	35	37	35	101	35	0	0	0	0
	ML-EB Butterf	1498										
ML-WB Butterfield	ML-WB Butter	1499	783	35	37	35	101	35	0	0	0	0
	ML-WB Butter	1500	783	35	37	35	101	35	0	0	0	0
	ML-WB Butter	1501										
ML- EB/WB Electric Ave	ML- EB/WB E	1502	0	0	0	0	0	0	0	0	0	0
	ML- EB/WB E	1503										
DS-CNlineBlock3	DS-CNlineBlo	1504	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1505	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1506	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1507										
ML-EB Lake St	ML-EB Lake S	1508	1837	40	86	40	238	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	ML-EB Lake S	1509	1837	40	86	40	238	40	0	0	0	0
	ML-EB Lake S	1510	1837	40	86	40	238	40	0	0	0	0
	ML-EB Lake S	1511	1837	40	86	40	238	40	0	0	0	0
	ML-EB Lake S	1512										
ML-WB North Ave	ML-WB North	1513	2190	40	103	40	283	40	0	0	0	0
	ML-WB North	1514	2190	40	103	40	283	40	0	0	0	0
	ML-WB North	1515	2190	40	103	40	283	40	0	0	0	0
	ML-WB North	1516										
ML-EB North Ave	ML-EB North	1517	2190	40	103	40	283	40	0	0	0	0
	ML-EB North	1518	2190	40	103	40	283	40	0	0	0	0
	ML-EB North	1519	2190	40	103	40	283	40	0	0	0	0
	ML-EB North	1520										
ML-EB St. Charles	ML-EB St. Cha	1521	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1522	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1523	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1524	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1525	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	2191										
ML-WB St. Charles	ML-WB St. Ch	1526	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1527	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1528	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1529	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1530	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	2190										
DS-Upspur	DS-Upspur-01	1531	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-02	1532	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-03	1533	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-04	1534	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-05	1535	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-06	1536										
DS-Upyard	DS-Upyard-01	1537	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-02	1538	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-03	1539	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-04	1540	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-05	1541	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-06	1542										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

ML-NB Manheim	ML-NB Manhe	1543	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1544	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1545	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1546	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1547	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1548	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1549										
ML-SB Manheim	ML-SB Manhe	1550	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1551	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1552	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1553	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1554	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1555	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1556										
ML-EB/WB Grand Ave	ML-EB/WB Gr	1557	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1558	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1559	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1560										
DS-UPline	DS-UPline-01	1561	0	0	0	0	0	0	0	0	0	0
	DS-UPline-02	1562										
ML-WB Irving Park	ML-WB Irving	1563	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1564	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1565	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1566	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1567	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1568										
ML-EB Irving Park	ML-EB Irving F	1569	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1570	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1571	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1572	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1573	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1574										
ML-EB/WB Lawrence	ML-EB/WB La	1575	1967	35	93	35	255	35	0	0	0	0
	ML-EB/WB La	1576	1967	35	93	35	255	35	0	0	0	0
	ML-EB/WB La	1577	1967	35	93	35	255	35	0	0	0	0
	ML-EB/WB La	1578										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

DS-CNlineblock8	DS-CNlineBlo	1579	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1580										
ML-WB Balmoral	ML-WB Balmo	1581	800	40	38	40	104	40	0	0	0	0
	ML-WB Balmo	1582	800	40	38	40	104	40	0	0	0	0
	ML-WB Balmo	1583	800	40	38	40	104	40	0	0	0	0
	ML-WB Balmo	1584										
ML-EB Balmoral	ML-EB Balmo	1585	800	40	38	40	104	40	0	0	0	0
	ML-EB Balmo	1586	800	40	38	40	104	40	0	0	0	0
	ML-EB Balmo	1587	800	40	38	40	104	40	0	0	0	0
	ML-EB Balmo	1588										
TL-NB294 near Cermak	TL-NB294 nea	1590	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1591	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1592	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1593	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1594	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1595	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1596	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1597	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1598	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1599	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1600	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1601	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1602	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1603	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1604	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1605	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1606	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1607	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1608	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1609	612	45	29	45	79	45	0	0	0	0
	TL-NB294 nea	1610										
TL-SB294 near Cermak	TL-SB294 nea	1611	901	45	42	45	117	45	0	0	0	0
	TL-SB294 nea	1612	901	45	42	45	117	45	0	0	0	0
	TL-SB294 nea	1613	901	45	42	45	117	45	0	0	0	0
	TL-SB294 nea	1614	901	45	42	45	117	45	0	0	0	0
	TL-SB294 nea	1615	901	45	42	45	117	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	TL-SB294 near	1616	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1617	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1618	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1619	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1620	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1621	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1622	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1623	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1624	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1625	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1626	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1627	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1628	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1629	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1630	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1631	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1632	901	45	42	45	117	45	0	0	0	0
	TL-SB294 near	1633										
RP-NB294 to NB294/WB290a	RP-NB294 to	1634	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1635	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1636	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1637	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1638	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1639	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1640	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1641	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1642	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1643	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1644	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1645	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1646	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1647	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1648	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1649	1187	55	56	55	154	55	0	0	0	0
	RP-NB294 to	1650										
RP-NB294 to NB294/WB290b	RP-NB294 to	1652	1544	55	73	55	200	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-NB294 to	1653	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1654	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1655	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1656	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1657	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1658	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1659	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1660	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1661	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1662	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1663	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1664	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1665	1544	55	73	55	200	55	0	0	0	0
	RP-NB294 to	1666										
RP-NB294 to WB Roosevelt	RP-NB294 to	1667	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1668	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1669	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1670	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1671	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1672	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1673	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1674	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1675	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1676	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1677	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1678	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1679	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1680	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1681	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1682	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1683	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1684	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1685	214	45	10	45	28	45	0	0	0	0
	RP-NB294 to	1686										
RP-NB294 to EB Roosevelt	RP-NB294 to	1687	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1688	201	25	9	25	26	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-NB294 to	1689	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1690	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1691	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1692	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1693	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1694	201	25	9	25	26	25	0	0	0	0
	RP-NB294 to	1695										
RP-EB Roosevelt to SB294	RP-EB Roose	1696	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1697	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1698	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1699	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1700	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1701	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1702	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1703	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1704	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1705	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1706	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1707	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1708	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1709	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1710	333	45	16	45	43	45	0	0	0	0
	RP-EB Roose	1711										
RP-WB Roosevelt to SB294	RP-WB Roose	1712	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1713	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1714	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1715	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1716	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1717	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1718	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1719	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1720	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1721	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1722	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1723	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1724	102	45	5	45	13	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB Roose	1725	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1726	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1727	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1728	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1729	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1730	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1731	102	45	5	45	13	45	0	0	0	0
	RP-WB Roose	1732										
RP-EB Roosevelt to EB88	RP-EB Roose	1733	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1734	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1735	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1736	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1737	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1738	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1739	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1740	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1741	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1742	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1743	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1744	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1745										
RP-NB294 to EB88	RP-NB294 to	1746	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1747	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1748	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1749	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1750	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1751	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1752	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1753	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1754	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1755	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1756										
RP-EB88 to NB294/WB290	RP-EB88 to N	1757	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1758	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1759	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1760	2360	55	111	55	305	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-EB88 to N	1761	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1762	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1763	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1764	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1765	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1766	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1767	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1768	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1769	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1770	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1771	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1772	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1773	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1774	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1775	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1776	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1777	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1778	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1779	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1780	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1781	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1782	2360	55	111	55	305	55	0	0	0	0
	RP-EB88 to N	1783										
RP-WB88 to SB294	RP-WB88 to S	1784	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1785	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1786	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1787	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1788	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1789	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1790	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1791	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1792	422	45	20	45	55	45	0	0	0	0
	RP-WB88 to S	1793										
RP-SB294 to WB88	RP-SB294 to W	1794	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to W	1795	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to W	1796	2057	45	97	45	266	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-SB294 to V	1797	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1798	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1799	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1800	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1801	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1802	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1803	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1804	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1805	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1806	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1807	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1808	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1809	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1810	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1811	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1812	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1813	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1814	2057	45	97	45	266	45	0	0	0	0
	RP-SB294 to V	1815										
RP-WB88 to WB Roosevelt/SB294	RP-WB88 to V	1816	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1817	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1818	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1819	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1820	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1821	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1822	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1823	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1824										
RP-WB88 to WB Roosevelt	RP-WB88 to V	1825	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1826	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1827	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1828	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1829	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1830	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1831	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1832	1676	45	79	45	217	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB88 to V	1833	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1834	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1835	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1836										
RP-EB290 to SB294	RP-EB290 to S	1837	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1838	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1839	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1840	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1841	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1842	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1843	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1844	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1845	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1846	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1847	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1848	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1849	1333	45	63	45	172	45	0	0	0	0
	RP-EB290 to S	1850										
RP-SB294 to EB290	RP-SB294 to I	1851	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1852	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1853	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1854	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1855	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1856	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1857	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1858	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1859	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1860	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1861	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1862	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1863	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1864	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1865	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1866	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1867	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1868	343	25	16	25	44	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-SB294 to I	1869	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1870	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1871	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1872	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1873	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1874	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1875	343	25	16	25	44	25	0	0	0	0
	RP-SB294 to I	1876										
RP-NB294 to WB290	RP-NB294 to I	1877	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1878	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1879	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1880	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1881	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1882	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1883	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1884	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1885	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1886	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1887	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1888	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1889	2231	20	105	20	289	20	0	0	0	0
	RP-NB294 to I	1890										
RP-WB290 to NB294	RP-WB290 to I	1891	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1892	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1893	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1894	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1895	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1896	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1897	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1898	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1899	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1900	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1901	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1902	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1903	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to I	1904	721	40	34	40	93	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB290 to	1905	721	40	34	40	93	40	0	0	0	0
	RP-WB290 to	2196										
RP-NB294 to NB294	RP-NB294 to	1906	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1907	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1908	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1909	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1910	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1911	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1912	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1913	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1914	920	55	43	55	119	55	0	0	0	0
	RP-NB294 to	1915										
RP-WB Lake St to WB290	RP-WB Lake S	1916	3674	40	173	40	475	40	0	0	0	0
	RP-WB Lake S	1917	3674	40	173	40	475	40	0	0	0	0
	RP-WB Lake S	1918	3674	40	173	40	475	40	0	0	0	0
	RP-WB Lake S	1919										
RP-WB290 to WB North Ave	RP-WB290 to	1920	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1921	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1922	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1923	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1924	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1925	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1926	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1927	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1928	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1929	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1930	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1931	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1932										
RP-WB290 to EB Lake St	RP-WB290 to	1945	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1946	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1947	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1948	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1949	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1950	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1951	1127	30	53	30	146	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB290 to	1952	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1953	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1954	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1955										
RP-WB North Ave to WB290	RP-WB North	1956	789	40	37	40	102	40	0	0	0	0
	RP-WB North	1957	789	40	37	40	102	40	0	0	0	0
	RP-WB North	1958										
RP-EB North Ave/Lake St to NB294	RP-EB North	1959	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1960	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1961	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1962	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1963	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1964	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1965	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1966	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1967	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1968	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1969	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1970	884	25	42	25	114	25	0	0	0	0
	RP-EB North	1971										
RP-EB North Ave to EB290	RP-EB North	1972	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1973	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1974	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1975	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1976	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1977	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1978	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1979	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1980	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1981										
RP-EB St. Charles to EB290	RP-EB St. Cha	1982	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1983	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1984	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1985	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1986	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1987	270	45	13	45	35	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-EB St. Charles	1988	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Charles	1989	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Charles	1990										
RP-EB St. Charles to WB290	RP-EB St. Charles	1991	135	45	6	45	18	45	0	0	0	0
	RP-EB St. Charles	1992	135	45	6	45	18	45	0	0	0	0
	RP-EB St. Charles	1993	135	45	6	45	18	45	0	0	0	0
	RP-EB St. Charles	1994	135	45	6	45	18	45	0	0	0	0
	RP-EB St. Charles	1995	135	45	6	45	18	45	0	0	0	0
	RP-EB St. Charles	1996	135	45	6	45	18	45	0	0	0	0
	RP-EB St. Charles	1997	135	45	6	45	18	45	0	0	0	0
	RP-EB St. Charles	1998	135	45	6	45	18	45	0	0	0	0
	RP-EB St. Charles	1999										
RP-EB290 to EB St. Charles	RP-EB290 to I	2000	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to I	2001	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to I	2002	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to I	2003	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to I	2004	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to I	2005	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to I	2006	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to I	2007	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to I	2008										
RP-EB290 to WB St. Charles	RP-EB290 to V	2009	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to V	2010	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to V	2011	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to V	2012	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to V	2013	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to V	2014	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to V	2015	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to V	2016	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to V	2017										
RP-WB St. Charles to EB290	RP-WB St. Charles	2018	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles	2019	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles	2020	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles	2021	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles	2022	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles	2023	135	45	6	45	18	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-WB St. Ch	2024	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Ch	2025	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Ch	2026										
RP-WB290 to EB St. Charles	RP-WB290 to	2027	124	30	6	30	16	30	0	0	0	0
	RP-WB290 to	2028	124	30	6	30	16	30	0	0	0	0
	RP-WB290 to	2029	124	30	6	30	16	30	0	0	0	0
	RP-WB290 to	2030	124	30	6	30	16	30	0	0	0	0
	RP-WB290 to	2031	124	30	6	30	16	30	0	0	0	0
	RP-WB290 to	2032	124	30	6	30	16	30	0	0	0	0
	RP-WB290 to	2033										
RP-WB290 to WB St. Charles	RP-WB290 to	2034	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to	2035	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to	2036	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to	2037	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to	2038	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to	2039	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to	2040	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to	2041										
RP-WB St. Charles to WB290	RP-WB St. Ch	2042	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	2043	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	2044	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	2045	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	2046	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	2047	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	2048	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	2049										
OS-SB294	OS-SB294-10	2050	0	0	0	0	0	0	0	0	0	0
	OS-SB294-11	2051	0	0	0	0	0	0	0	0	0	0
	OS-SB294-12	2052	0	0	0	0	0	0	0	0	0	0
	OS-SB294-13	2053	0	0	0	0	0	0	0	0	0	0
	OS-SB294-14	2054	0	0	0	0	0	0	0	0	0	0
	OS-SB294-15	2055	0	0	0	0	0	0	0	0	0	0
	OS-SB294-16	2056	0	0	0	0	0	0	0	0	0	0
	OS-SB294-17	2057	0	0	0	0	0	0	0	0	0	0
	OS-SB294-18	2058	0	0	0	0	0	0	0	0	0	0
	OS-SB294-19	2059	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	OS-SB294-20	2060	0	0	0	0	0	0	0	0	0	0
	OS-SB294-21	2061	0	0	0	0	0	0	0	0	0	0
	OS-SB294-22	2062	0	0	0	0	0	0	0	0	0	0
	OS-SB294-23	2063	0	0	0	0	0	0	0	0	0	0
	OS-SB294-24	2064	0	0	0	0	0	0	0	0	0	0
	OS-SB294-25	2065	0	0	0	0	0	0	0	0	0	0
	OS-SB294-26	2066	0	0	0	0	0	0	0	0	0	0
	OS-SB294-27	2067	0	0	0	0	0	0	0	0	0	0
	OS-SB294-28	2068	0	0	0	0	0	0	0	0	0	0
	OS-SB294-29	2069	0	0	0	0	0	0	0	0	0	0
	OS-SB294-30	2070	0	0	0	0	0	0	0	0	0	0
	OS-SB294-31	2071										
OS-NB294	OS-NB294-01	2072	0	0	0	0	0	0	0	0	0	0
	OS-NB294-02	2073	0	0	0	0	0	0	0	0	0	0
	OS-NB294-03	2074	0	0	0	0	0	0	0	0	0	0
	OS-NB294-04	2075	0	0	0	0	0	0	0	0	0	0
	OS-NB294-05	2076	0	0	0	0	0	0	0	0	0	0
	OS-NB294-06	2077	0	0	0	0	0	0	0	0	0	0
	OS-NB294-07	2078	0	0	0	0	0	0	0	0	0	0
	OS-NB294-08	2079	0	0	0	0	0	0	0	0	0	0
	OS-NB294-09	2080	0	0	0	0	0	0	0	0	0	0
	OS-NB294-10	2081	0	0	0	0	0	0	0	0	0	0
	OS-NB294-11	2082	0	0	0	0	0	0	0	0	0	0
	OS-NB294-12	2083	0	0	0	0	0	0	0	0	0	0
	OS-NB294-13	2084	0	0	0	0	0	0	0	0	0	0
	OS-NB294-14	2085	0	0	0	0	0	0	0	0	0	0
	OS-NB294-15	2086	0	0	0	0	0	0	0	0	0	0
	OS-NB294-16	2087	0	0	0	0	0	0	0	0	0	0
	OS-NB294-17	2088	0	0	0	0	0	0	0	0	0	0
	OS-NB294-18	2089	0	0	0	0	0	0	0	0	0	0
	OS-NB294-19	2090	0	0	0	0	0	0	0	0	0	0
	OS-NB294-20	2091	0	0	0	0	0	0	0	0	0	0
	OS-NB294-21	2092	0	0	0	0	0	0	0	0	0	0
	OS-NB294-22	2093										
RP-SB294 to WB Irving Park	RP-SB294 to \	2094	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2095	221	30	10	30	29	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-SB294 to \	2096	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2097	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2098	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2099	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2100	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2101	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2102	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2103	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2104	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2105	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2106	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2107										
RP-SB294 to EB Irving Park	RP-SB294 to \	2108	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2109	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2110	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2111	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2112	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2113	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2114	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2115	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2116	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2117	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2118	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2119	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2120	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to \	2121										
RP-EB Irving Park to NB294	RP-EB Irving f	2122	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2123	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2124	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2125	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2126	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2127	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2128	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2129	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2130	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving f	2131	449	45	21	45	58	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

	RP-EB Irving F	2132	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving F	2133	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving F	2134	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving F	2135	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving F	2136	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving F	2192	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving F	2193	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving F	2194										
RP-WB Irving Park to NB294	RP-WB Irving	2138	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2139	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2140	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2141	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2142	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2143	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2144	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2145										
ML-SB294-07x	ML-SB294-07	2146	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2147	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2148	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2149	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2150	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2151	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2152	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2153	320	55	15	55	41	55	0	0	0	0
	ML-SB294-07	2154										
TL-SB294 near O'Hare	TL-SB294 nea	2155	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2156	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2157	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2158	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2159	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2160	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2161	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2162	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2163	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2164	1074	45	51	45	139	45	0	0	0	0
	TL-SB294 nea	2195										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State Tollway (4224)

RP-EB/WB Balmoral to SB294	RP-EB/WB Ba	2165	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2166	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2167	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2168	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2169	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2170	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2171	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2172	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2173	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2174	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2175										
RP-NB294 to EB/WB Balmoral	RP-NB294 to	2176	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2177	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2178	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2179	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2180	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2181	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2182	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2183	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2184	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2185	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2186										
RP-EB190 to SB294	RP-EB190 to	2207	1530	45	72	45	198	45	0	0	0	0
	RP-EB190 to	2208	1530	45	72	45	198	45	0	0	0	0
	RP-EB190 to	2209	1530	45	72	45	198	45	0	0	0	0
	RP-EB190 to	2210										
RP-NB294 to WB190	RP-NB294 to	2211	2217	45	104	45	287	45	0	0	0	0
	RP-NB294 to	2212	2217	45	104	45	287	45	0	0	0	0
	RP-NB294 to	2213	2217	45	104	45	287	45	0	0	0	0
	RP-NB294 to	2214										
RP-SB294 to WB290	RP-SB294 to	2215	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to	2216	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to	2217	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to	2218	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to	2219	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to	2220	1248	25	59	25	161	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**Tri-State Tollway (4224)**

	RP-SB294 to \	2221	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2222	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2223	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2224	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2225	1248	25	59	25	161	25	0	0	0	0
	RP-SB294 to \	2226										

INPUT: RECEIVERS

Tri-State Tollway (4224)

Hanson/Prairie Engineers Bryan Cross						13 November 2017 TNM 2.5					
INPUT: RECEIVERS											
PROJECT/CONTRACT:			Tri-State Tollway (4224)								
RUN:			No Build Case, Aug19th/Nov13 final								
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
RR-01	1	1	1,110,647.8	1,934,657.1	635.00	4.92	0.00	66	10.0	8.0	Y
RR-02	2	1	1,109,969.5	1,935,434.4	642.00	4.92	0.00	66	10.0	8.0	Y
RR-03	3	1	1,110,546.2	1,933,137.6	639.00	4.92	0.00	66	10.0	8.0	Y
RR-04	4	1	1,109,939.5	1,932,581.6	642.10	4.92	0.00	66	10.0	8.0	Y
RR-05	5	1	1,110,354.9	1,932,523.0	640.80	4.92	0.00	66	10.0	8.0	Y
RR-06	6	1	1,109,643.9	1,931,064.6	649.40	4.92	0.00	66	10.0	8.0	Y
RR-07	7	1	1,109,436.9	1,930,348.5	640.00	4.92	0.00	66	10.0	8.0	Y
RR-08	8	1	1,108,547.6	1,928,761.2	641.40	4.92	0.00	66	10.0	8.0	Y
RR-09	9	1	1,108,130.9	1,927,878.4	637.80	4.92	0.00	66	10.0	8.0	Y
RR-10	10	1	1,106,886.1	1,927,043.8	644.00	4.92	0.00	66	10.0	8.0	Y
RR-11	11	1	1,107,311.9	1,925,782.1	640.60	4.92	0.00	66	10.0	8.0	Y
RR-12	12	1	1,106,279.2	1,922,680.5	644.30	4.92	0.00	66	10.0	8.0	Y
RR-13	13	1	1,098,448.6	1,919,457.9	656.30	4.92	0.00	66	10.0	8.0	
RR-14	14	1	1,096,526.2	1,917,995.4	670.40	4.92	0.00	66	10.0	8.0	
RR-15	15	1	1,096,460.2	1,917,519.1	654.80	4.92	0.00	66	10.0	8.0	
RR-16	16	1	1,096,491.6	1,912,890.2	669.50	4.92	0.00	66	10.0	8.0	
RR-17	17	1	1,096,528.0	1,909,232.6	662.40	4.92	0.00	66	10.0	8.0	
RR-18	18	1	1,097,339.2	1,908,025.6	671.80	4.92	0.00	66	10.0	8.0	Y
RR-19	19	1	1,096,162.2	1,907,146.8	676.50	4.92	0.00	66	10.0	8.0	Y
RR-20	20	1	1,096,393.9	1,907,305.5	672.80	4.92	0.00	66	10.0	8.0	Y
RR-21	21	1	1,096,400.4	1,906,263.9	670.10	4.92	0.00	66	10.0	8.0	Y
RR-22	22	1	1,096,460.2	1,905,345.9	668.00	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS**Tri-State Tollway (4224)**

RR-23	23	1	1,097,190.8	1,904,981.2	672.40	4.92	0.00	66	10.0	8.0	Y
RR-24	24	1	1,097,459.0	1,902,541.2	675.20	4.92	0.00	66	10.0	8.0	Y
RR-25	25	1	1,096,396.0	1,901,519.2	688.50	4.92	0.00	66	10.0	8.0	Y
RR-26	26	1	1,097,162.6	1,900,921.9	691.20	4.92	0.00	66	10.0	8.0	Y
RR-27	27	1	1,097,370.5	1,900,132.4	694.30	4.92	0.00	66	10.0	8.0	Y
RR-28	28	1	1,096,487.2	1,899,323.2	691.80	4.92	0.00	66	10.0	8.0	Y
RR-29	29	1	1,097,304.5	1,899,230.2	685.90	4.92	0.00	66	10.0	8.0	Y
RR-30	30	1	1,097,084.0	1,897,215.8	694.50	4.92	0.00	66	10.0	8.0	Y
RR-31	31	1	1,097,748.1	1,897,318.6	684.80	4.92	0.00	66	10.0	8.0	Y
RR-32	32	1	1,096,628.2	1,894,737.2	696.10	4.92	0.00	66	10.0	8.0	Y
RR-33	33	1	1,098,694.6	1,895,719.1	697.10	4.92	0.00	66	10.0	8.0	Y
RR-34	34	1	1,097,149.2	1,893,912.6	686.10	4.92	0.00	66	10.0	8.0	Y
RR-35	35	1	1,097,818.2	1,893,318.8	682.10	4.92	0.00	66	10.0	8.0	Y
RR-36	36	1	1,097,882.8	1,892,613.1	683.90	4.92	0.00	66	10.0	8.0	Y
RR-37	37	1	1,098,145.8	1,892,535.0	680.70	4.92	0.00	66	10.0	8.0	Y
RR-38	38	1	1,096,687.4	1,891,678.2	684.30	4.92	0.00	66	10.0	8.0	Y
RR-39	39	1	1,097,321.2	1,891,419.8	681.50	4.92	0.00	66	10.0	8.0	Y
RR-40	40	1	1,096,566.8	1,891,097.9	689.90	4.92	0.00	66	10.0	8.0	Y
RR-41	41	1	1,096,799.4	1,890,537.6	685.30	4.92	0.00	66	10.0	8.0	Y
RR-42	42	1	1,096,736.9	1,889,605.2	688.00	4.92	0.00	66	10.0	8.0	Y

INPUT: BARRIERS

Tri-State Tollway (4224)

Hanson/Prairie Engineers
 Bryan Cross
 13 November 2017
 TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: Tri-State Tollway (4224)
 RUN: No Build Case, Aug19th/Nov13 final

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	\$ per Unit	\$ per Unit	Top Width	Run:Rise	\$ per Unit			X	Y	Z	at Point	Seg Ht	Perturbs	On	Important	
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft			ft	ft	ft	ft	ft				
				Area	Vol.			Length							Incre- ment	#Up	#Dn	Struct?	Reflec- tions?
Barrier1	W	0.00	99.99	0.00				0.00	NW-01-01	1	1,096,806.9	1,889,935.8	689.00	18.00	0.00	0	0		
									NW-01-02	2	1,096,816.6	1,890,028.8	689.00	18.00	0.00	0	0		
									NW-01-03	3	1,096,835.0	1,890,231.9	689.50	18.00	0.00	0	0		
									NW-01-04	4	1,096,843.8	1,890,320.8	689.30	18.00	0.00	0	0		
									NW-01-05	5	1,096,852.5	1,890,325.4	689.30	19.50	0.00	0	0		
									NW-01-06	6	1,096,853.4	1,890,430.8	689.30	19.50	0.00	0	0		
									NW-01-07	7	1,096,854.4	1,890,584.6	689.60	19.50	0.00	0	0		
									NW-01-08	8	1,096,852.2	1,890,674.8	691.10	15.20	0.00	0	0		
									NW-01-09	9	1,096,852.0	1,890,777.0	692.00	15.20	0.00	0	0		
									NW-01-10	10	1,096,851.9	1,890,924.4	693.00	15.20	0.00	0	0		
									NW-01-11	11	1,096,851.2	1,891,030.8	694.00	15.20	0.00	0	0		
									NW-01-12	12	1,096,857.5	1,891,097.6	694.20	15.20	0.00	0	0		
									NW-01-13	13	1,096,869.5	1,891,222.8	695.60	15.20	0.00	0	0		
									NW-01-14	14	1,096,889.8	1,891,362.5	697.00	15.20	0.00	0	0		
									NW-01-15	15	1,096,908.6	1,891,471.0	696.90	15.20	0.00	0	0		
									NW-01-16	16	1,096,933.4	1,891,622.9	697.30	15.20	0.00	0	0		
									NW-01-17	17	1,096,949.6	1,891,715.5	696.90	15.20	0.00	0	0		
									NW-01-18	18	1,096,973.8	1,891,862.0	698.00	15.20	0.00	0	0		
									NW-01-19	19	1,096,988.8	1,891,949.4	696.60	15.20	0.00	0	0		
									NW-01-20	20	1,097,001.0	1,892,036.9	696.50	15.20	0.00	0	0		
									NW-01-21	21	1,097,026.0	1,892,189.8	693.90	15.20	0.00	0	0		
									NW-01-22	22	1,097,032.2	1,892,219.0	693.90	15.20	0.00	0	0		
									NW-01-23	23	1,097,033.2	1,892,219.8	693.90	15.00	0.00	0	0		
									NW-01-24	24	1,097,018.2	1,892,312.9	686.40	15.00					
Barrier2	W	0.00	99.99	0.00				0.00	NW-02-01	25	1,097,173.4	1,892,574.0	700.00	17.40	0.00	0	0		
									NW-02-02	26	1,097,138.5	1,892,413.9	700.00	17.40	0.00	0	0		
									NW-02-03	241	1,097,123.8	1,892,351.1	701.60	17.40	0.00	0	0		
									NW-02-04	242	1,097,095.1	1,892,234.8	701.20	17.40					
Barrier3	W	0.00	99.99	0.00				0.00	NW-03-01	27	1,097,398.8	1,893,587.8	699.00	18.50	0.00	0	0		
									NW-03-02	28	1,097,511.4	1,894,151.0	702.80	18.50	0.00	0	0		
									NW-03-03	29	1,097,519.2	1,894,281.8	701.30	18.50					
Barrier4	W	0.00	99.99	0.00				0.00	NW-04-01	30	1,097,275.2	1,895,387.4	703.20	18.00	0.00	0	0		
									NW-04-02	31	1,097,307.9	1,895,450.8	710.90	18.00	0.00	0	0		
									NW-04-03	32	1,097,362.8	1,895,629.9	715.00	18.00	0.00	0	0		
									NW-04-04	33	1,097,381.2	1,895,797.1	716.00	18.00	0.00	0	0		

INPUT: BARRIERS

Tri-State Tollway (4224)

									NW-36-02	90	1,096,591.5	1,905,413.2	692.00	14.20						
Barrier35	W	0.00	99.99	0.00			0.00		NW-35-01	91	1,096,591.1	1,905,960.2	698.60	14.20	0.00	0	0			
									NW-35-02	92	1,096,591.2	1,905,640.0	691.80	14.20						
Barrier34	W	0.00	99.99	0.00			0.00		NW-34-01	93	1,096,590.9	1,906,208.6	698.40	14.20	0.00	0	0	Y		
									NW-34-02	94	1,096,591.1	1,905,960.2	698.60	14.20						
Barrier33	W	0.00	99.99	0.00			0.00		NW-33-01	95	1,096,146.1	1,907,938.6	669.30	10.00	0.00	0	0			
									NW-33-02	96	1,096,176.1	1,907,903.1	669.90	10.00	0.00	0	0			
									NW-33-03	97	1,096,257.2	1,907,787.5	672.10	10.00	0.00	0	0			
									NW-33-04	98	1,096,299.2	1,907,724.6	671.20	10.00	0.00	0	0			
									NW-33-05	99	1,096,327.6	1,907,678.2	671.40	10.00	0.00	0	0			
									NW-33-06	100	1,096,353.5	1,907,629.9	671.30	10.00	0.00	0	0			
									NW-33-07	101	1,096,379.5	1,907,566.8	670.40	12.00	0.00	0	0			
									NW-33-08	102	1,096,417.8	1,907,526.0	670.80	12.00	0.00	0	0			
									NW-33-09	249	1,096,455.2	1,907,445.6	670.90	15.00	0.00	0	0			
									NW-33-10	250	1,096,509.8	1,907,254.8	671.60	15.00	0.00	0	0			
									NW-33-11	251	1,096,552.2	1,907,100.0	676.10	15.00	0.00	0	0			
									NW-33-12	252	1,096,564.5	1,906,988.4	681.10	14.20	0.00	0	0			
									NW-33-13	253	1,096,573.1	1,906,862.4	685.00	14.20	0.00	0	1			
									NW-33-14	254	1,096,590.9	1,906,208.6	698.40	14.20						
Barrier9	W	0.00	99.99	0.00			0.00		NW-09-01	104	1,097,308.0	1,890,087.1	685.50	20.00	0.00	0	0			
									NW-09-02	105	1,097,239.5	1,891,773.1	686.20	20.00						
Barrier10	W	0.00	99.99	0.00			0.00		NW-10-01	106	1,097,192.6	1,891,702.5	696.40	10.30	0.00	0	0			
									NW-10-02	107	1,097,351.6	1,892,231.0	690.50	10.30						
Barrier12	W	0.00	99.99	0.00			0.00		NW-12-01	108	1,097,294.9	1,892,199.9	702.00	9.70	0.00	0	0			
									NW-12-02	109	1,097,327.9	1,892,349.8	702.00	9.70	0.00	0	0			
									NW-12-03	239	1,097,340.8	1,892,408.8	700.40	9.70	0.00	0	0			
									NW-12-04	240	1,097,380.2	1,892,590.8	700.00	9.70						
Barrier13	W	0.00	99.99	0.00			0.00		NW-13-01	110	1,097,559.2	1,896,625.8	710.00	14.70	0.00	0	0			
									NW-13-02	111	1,097,517.6	1,896,799.8	711.50	14.70						
Barrier14	W	0.00	99.99	0.00			0.00		NW-14-01	112	1,097,513.6	1,896,802.1	711.50	16.30	0.00	0	0	Y		
									NW-14-02	113	1,097,475.4	1,896,983.0	712.00	16.30						
Barrier15	W	0.00	99.99	0.00			0.00		NW-15-01	114	1,097,486.4	1,896,983.4	712.00	14.70	0.00	0	0			
									NW-15-02	115	1,097,372.4	1,897,484.1	716.00	14.70						
Barrier16	W	0.00	99.99	0.00			0.00		NW-16-01	116	1,097,369.1	1,897,484.6	716.00	11.00	0.00	0	0	Y		
									NW-16-02	117	1,097,328.6	1,897,676.1	719.00	11.00						
Barrier17	W	0.00	99.99	0.00			0.00		NW-17-01	118	1,097,307.5	1,899,037.2	715.00	7.00	0.00	0	0			
									NW-17-02	119	1,097,192.1	1,899,216.4	718.20	7.00	0.00	0	0			
									NW-17-03	120	1,097,133.4	1,899,437.2	717.80	7.00	0.00	0	0			
									NW-17-04	121	1,097,108.4	1,899,558.8	721.00	13.00	0.00	0	0			
									NW-17-05	122	1,097,090.9	1,899,742.1	720.90	13.00	0.00	0	0			
									NW-17-06	123	1,097,082.0	1,899,844.0	720.80	13.00	0.00	0	0			
									NW-17-07	124	1,097,076.9	1,899,938.1	720.80	13.00						
Barrier18	W	0.00	99.99	0.00			0.00		NW-18-01	125	1,097,069.8	1,899,947.8	720.00	10.30	0.00	0	0	Y		
									NW-18-02	126	1,097,068.2	1,900,351.9	720.00	10.30						
Barrier19	W	0.00	99.99	0.00			0.00		NW-19-01	127	1,097,075.9	1,900,353.8	720.00	18.70	0.00	0	0			
									NW-19-02	128	1,097,084.6	1,900,536.4	717.60	18.70	0.00	0	0			
									NW-19-03	129	1,097,095.4	1,900,755.1	713.30	18.70	0.00	0	0			
									NW-19-04	130	1,097,110.2	1,900,875.8	710.20	18.70	0.00	0	0			
									NW-19-05	131	1,097,128.4	1,900,995.6	707.60	18.70	0.00	0	0			

INPUT: BARRIERS

Tri-State Tollway (4224)

							NW-19-06	132	1,097,154.5	1,901,141.4	704.40	18.70	0.00	0	0		
							NW-19-07	133	1,097,217.8	1,901,477.4	697.80	18.70	0.00	0	0		
							NW-19-08	134	1,097,279.1	1,901,765.9	690.30	18.70	0.00	0	0		
							NW-19-09	135	1,097,312.6	1,901,935.8	687.70	18.70	0.00	0	0		
Barrier20	W	0.00	99.99	0.00		0.00	NW-19-10	136	1,097,322.1	1,901,984.2	686.00	18.70					
							NW-20-01	137	1,097,320.8	1,901,985.2	686.00	19.30	0.00	0	0		
							NW-20-02	138	1,097,342.8	1,902,092.0	684.30	19.30	0.00	0	0		
							NW-20-03	139	1,097,370.1	1,902,251.2	681.90	19.30	0.00	0	0		
							NW-20-04	140	1,097,398.2	1,902,413.8	678.00	19.30	0.00	0	0		
							NW-20-05	141	1,097,424.1	1,902,582.0	678.40	19.30					
Barrier21	W	0.00	99.99	0.00		0.00	NW-21-01	143	1,097,440.9	1,902,737.0	673.80	18.70	0.00	0	0		
							NW-21-02	144	1,097,452.2	1,902,869.0	670.90	18.70	0.00	0	0		
							NW-21-03	145	1,097,458.5	1,903,015.6	667.70	18.70	0.00	0	0		
							NW-21-04	146	1,097,460.8	1,903,017.6	667.70	18.30	0.00	0	0		
							NW-21-05	147	1,097,460.5	1,903,150.2	670.30	18.30	0.00	0	0		
							NW-21-06	148	1,097,460.4	1,903,262.8	670.60	18.30	0.00	0	0		
							NW-21-07	149	1,097,454.8	1,903,362.2	672.10	18.30	0.00	0	0		
							NW-21-08	150	1,097,446.0	1,903,480.5	674.00	18.30	0.00	0	0		
							NW-21-09	151	1,097,435.6	1,903,573.2	674.60	18.30	0.00	0	0		
							NW-21-10	152	1,097,420.0	1,903,694.0	676.50	18.30	0.00	0	0		
							NW-21-11	153	1,097,394.0	1,903,833.6	677.40	18.30	0.00	0	0		
							NW-21-12	154	1,097,368.1	1,903,956.5	678.20	18.30	0.00	0	0		
							NW-21-13	155	1,097,328.6	1,904,120.1	681.40	18.30	0.00	0	0		
							NW-21-14	156	1,097,317.6	1,904,164.8	680.10	18.30	0.00	0	0		
							NW-21-15	157	1,097,292.1	1,904,357.5	678.90	18.30					
Barrier22	W	0.00	99.99	0.00		0.00	NW-22-01	158	1,097,282.9	1,904,335.5	679.50	15.50	0.00	0	0		
							NW-22-02	159	1,097,275.2	1,904,362.8	685.40	15.50	0.00	0	0		
							NW-22-03	160	1,097,244.0	1,904,488.8	687.80	15.50	0.00	0	0		
							NW-22-04	161	1,097,208.8	1,904,626.2	688.90	15.50	0.00	0	0		
							NW-22-05	162	1,097,186.8	1,904,708.6	691.70	15.50	0.00	0	0		
							NW-22-06	163	1,097,134.8	1,904,942.0	693.90	15.50	0.00	0	0		
							NW-22-07	164	1,097,078.4	1,905,185.8	697.00	15.50					
Barrier23	W	0.00	99.99	0.00		0.00	NW-23-01	165	1,106,038.4	1,922,662.6	681.40	11.00	0.00	0	0	Y	
							NW-23-02	166	1,106,111.5	1,922,787.5	679.00	11.00	0.00	0	0	Y	
							NW-23-03	167	1,106,201.2	1,922,940.8	676.60	11.00	0.00	0	0	Y	
							NW-23-04	168	1,106,255.9	1,923,051.4	673.00	11.00	0.00	0	0	Y	
							NW-23-05	169	1,106,293.0	1,923,134.0	672.00	11.00					
Barrier24	W	0.00	99.99	0.00		0.00	NW-24-01	170	1,106,300.8	1,923,138.0	672.00	14.00	0.00	0	0		
							NW-24-02	171	1,106,329.2	1,923,203.5	671.70	14.00	0.00	0	0		
							NW-24-03	172	1,106,411.9	1,923,405.6	667.60	14.00	0.00	0	0		
							NW-24-04	173	1,106,431.5	1,923,453.5	666.50	14.00					
Barrier25	W	0.00	99.99	0.00		0.00	NW-25-01	174	1,107,107.5	1,925,421.8	643.80	18.70	0.00	0	0		
							NW-25-02	175	1,107,108.5	1,925,576.2	641.00	18.70	0.00	0	0		
							NW-25-03	176	1,107,148.0	1,925,731.5	641.60	18.70	0.00	0	0		
							NW-25-04	177	1,107,178.1	1,925,853.8	642.10	18.70	0.00	0	0		
							NW-25-05	178	1,107,286.0	1,926,215.6	644.80	18.70	0.00	0	0		
							NW-25-06	179	1,107,344.1	1,926,385.0	649.00	18.70	0.00	0	0		
							NW-25-07	180	1,107,383.2	1,926,483.2	650.80	18.70	0.00	0	0		
							NW-25-08	181	1,107,427.5	1,926,593.1	651.80	18.70	0.00	0	0		

INPUT: BARRIERS

Tri-State Tollway (4224)

								NW-25-09	182	1,107,430.4	1,926,611.0	651.90	18.70	0.00	0	0		
								NW-25-10	183	1,107,439.8	1,926,612.1	651.90	18.70	0.00	0	0		
								NW-25-11	184	1,107,453.9	1,926,646.2	652.00	18.70	0.00	0	0		
								NW-25-12	185	1,107,446.6	1,926,650.9	652.00	18.70	0.00	0	0		
								NW-25-13	186	1,107,485.0	1,926,729.8	654.50	18.70					
Barrier27	W	0.00	99.99	0.00			0.00	NW-27-01	187	1,107,969.0	1,927,180.8	640.00	12.00	0.00	0	0		
								NW-27-02	188	1,107,913.5	1,927,298.6	645.70	14.00	0.00	0	0		
								NW-27-03	189	1,107,900.9	1,927,434.6	647.60	16.00	0.00	0	0		
								NW-27-04	190	1,107,897.4	1,927,479.2	648.90	21.00	0.00	0	0		
								NW-27-05	191	1,107,922.6	1,927,549.1	651.10	21.00	0.00	0	0		
								NW-27-06	192	1,107,964.6	1,927,641.9	648.60	21.00	0.00	0	0		
								NW-27-07	193	1,108,060.8	1,927,859.2	646.00	16.00	0.00	0	0		
								NW-27-08	194	1,108,126.2	1,928,002.4	646.00	16.00	0.00	0	0		
								NW-27-09	195	1,108,188.8	1,928,136.8	644.00	16.00	0.00	0	0		
								NW-27-10	196	1,108,331.0	1,928,447.6	642.90	16.00	0.00	0	0		
								NW-27-11	197	1,108,348.8	1,928,488.4	643.00	16.00	0.00	0	0		
								NW-27-12	198	1,108,356.2	1,928,475.2	643.00	16.00	0.00	0	0		
								NW-27-13	199	1,108,460.9	1,928,733.6	643.40	16.00	0.00	0	0		
								NW-27-14	200	1,108,566.2	1,928,962.5	645.30	16.00	0.00	0	0		
								NW-27-15	201	1,108,642.8	1,929,115.9	646.40	16.00	0.00	0	0		
								NW-27-16	202	1,108,784.2	1,929,410.4	648.90	16.00	0.00	0	0		
								NW-27-17	203	1,108,827.0	1,929,497.9	649.60	16.00	0.00	0	0		
								NW-27-18	204	1,108,934.5	1,929,718.8	651.00	16.00	0.00	0	0		
								NW-27-19	205	1,109,002.2	1,929,858.2	652.70	16.00	0.00	0	0		
								NW-27-20	206	1,109,012.8	1,929,878.8	653.20	16.00	0.00	0	0		
								NW-27-21	207	1,109,014.8	1,929,880.2	653.20	15.00	0.00	0	0		
								NW-27-22	208	1,109,023.9	1,929,900.1	651.50	15.00	0.00	0	0		
								NW-27-23	209	1,109,025.0	1,929,902.2	650.00	16.00	0.00	0	0		
								NW-27-24	210	1,109,057.1	1,929,968.0	654.20	16.00	0.00	0	0		
								NW-27-25	211	1,109,172.4	1,930,218.0	659.00	16.00	0.00	0	0		
								NW-27-26	212	1,109,240.1	1,930,361.2	660.00	16.00					
Barrier28	W	0.00	99.99	0.00			0.00	NW-28-01	213	1,109,241.6	1,930,373.1	660.00	11.80	0.00	0	0	Y	
								NW-28-02	214	1,109,279.2	1,930,443.6	660.00	11.80					
Barrier29	W	0.00	99.99	0.00			0.00	NW-29-01	215	1,109,283.9	1,930,441.4	660.00	13.00	0.00	0	0		
								NW-29-02	216	1,109,368.8	1,930,620.1	660.90	13.00	0.00	0	0		
								NW-29-03	217	1,109,434.5	1,930,754.8	661.00	13.00	0.00	0	0		
								NW-29-04	218	1,109,530.8	1,930,956.2	664.40	13.00	0.00	0	0		
								NW-29-05	219	1,109,613.4	1,931,135.4	664.40	13.00	0.00	0	0		
								NW-29-06	220	1,109,732.5	1,931,379.8	666.50	13.00	0.00	0	0		
								NW-29-07	221	1,109,762.2	1,931,442.2	660.10	13.00					
Barrier30	W	0.00	99.99	0.00			0.00	NW-30-01	222	1,109,761.2	1,931,454.6	670.00	10.00	0.00	0	0	Y	
								NW-30-02	223	1,109,970.8	1,931,892.8	668.00	10.00					
Barrier31	W	0.00	99.99	0.00			0.00	NW-31-01	224	1,109,978.0	1,931,887.8	668.00	11.00	0.00	0	0		
								NW-31-02	225	1,110,127.6	1,932,195.6	663.90	11.00	0.00	0	0		
								NW-31-03	226	1,110,129.4	1,932,196.9	663.90	10.50	0.00	0	0		
								NW-31-04	227	1,110,142.2	1,932,230.1	662.00	10.50	0.00	0	0		
								NW-31-05	228	1,110,144.5	1,932,233.4	662.00	16.00	0.00	0	0		
								NW-31-06	229	1,110,225.0	1,932,391.6	659.20	16.00	0.00	0	0		
								NW-31-07	230	1,110,281.0	1,932,511.8	657.20	16.00	0.00	0	0		

INPUT: BARRIERS

Tri-State Tollway (4224)

									NW-31-08	231	1,110,350.8	1,932,666.6	656.40	16.00	0.00	0	0		
									NW-31-09	232	1,110,394.8	1,932,777.4	653.40	16.00	0.00	0	0		
									NW-31-10	233	1,110,391.4	1,932,748.8	653.40	16.00	0.00	0	0		
									NW-31-11	234	1,110,419.2	1,932,835.4	652.70	16.00	0.00	0	0		
									NW-31-12	235	1,110,464.9	1,932,968.0	650.40	16.00	0.00	0	0		
									NW-31-13	236	1,110,502.8	1,933,097.2	647.50	16.00	0.00	0	0		
									NW-31-14	237	1,110,550.4	1,933,273.8	643.00	14.00					
Barrier42	W	0.00	99.99	0.00				0.00	NW-42-01	243	1,098,330.8	1,895,361.2	696.00	12.00	0.00	0	0		
									NW-42-02	244	1,098,630.5	1,895,702.4	698.00	12.00	0.00	0	0		
									NW-42-03	245	1,098,809.9	1,895,906.4	695.00	12.00	0.00	0	0		
									NW-42-04	246	1,099,040.8	1,896,106.1	686.00	12.00	0.00	0	0		
									NW-42-05	247	1,099,629.4	1,896,432.5	679.00	12.00	0.00	0	0		
									NW-42-06	248	1,099,792.6	1,896,456.8	684.00	12.00					
Barrier43 I-88	W	0.00	99.99	0.00				0.00	NW-43-01	247	1,097,273.2	1,895,395.4	695.50	12.00	0.00	0	0		
									NW-43-02	256	1,097,244.6	1,895,321.4	708.70	12.00	0.00	0	0		
									NW-43-03	257	1,097,170.8	1,895,200.6	705.60	12.00	0.00	0	0		
									NW-43-04	258	1,097,059.8	1,895,043.6	703.60	12.00	0.00	0	0		
									NW-43-05	259	1,096,943.4	1,894,927.2	700.50	12.00	0.00	0	0		
									NW-43-06	260	1,096,738.1	1,894,700.2	698.30	12.00	0.00	0	0		
									NW-43-07	261	1,096,578.4	1,894,516.0	697.50	12.00	0.00	0	0		
									NW-43-08	262	1,096,416.2	1,894,285.5	696.60	12.00	0.00	0	0		
									NW-43-09	263	1,096,310.2	1,894,116.6	695.60	12.00	0.00	0	0		
									NW-43-10	264	1,096,204.8	1,893,944.8	695.60	12.00	0.00	0	0		
									NW-43-11	265	1,096,114.2	1,893,793.4	695.20	12.00	0.00	0	0		
									NW-43-12	266	1,096,006.6	1,893,618.5	695.80	12.00	0.00	0	0		
									NW-43-13	267	1,095,843.8	1,893,360.1	695.60	12.00					

INPUT: TERRAIN LINES

Tri-State Tollway (4224)

Hanson/Prairie Engineers			13 November 2017	
Bryan Cross			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:		Tri-State Tollway (4224)		
RUN:		No Build Case, Aug19th/Nov13 final		
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line11t	1	1,097,196.9	1,891,705.0	699.40
	2	1,097,444.2	1,892,532.2	688.30
Terrain Line11b	3	1,097,197.9	1,891,705.0	681.40
	4	1,097,445.2	1,892,532.2	670.30
Terrain LineA	31	1,097,426.0	1,902,580.0	678.00
	32	1,097,426.0	1,902,599.0	688.00
	33	1,098,002.0	1,902,599.0	677.00
Terrain LineB	34	1,097,442.0	1,902,738.0	674.00
	35	1,097,442.0	1,902,723.0	687.00
	36	1,098,007.0	1,902,700.0	676.00

RESULTS: SOUND LEVELS

Tri-State Tollway (4224)

Hanson/Prairie Engineers						13 November 2017					
Bryan Cross						TNM 2.5					
						Calculated with TNM 2.5					
RESULTS: SOUND LEVELS											
PROJECT/CONTRACT:			Tri-State Tollway (4224)								
RUN:			No Build Case, Aug19th/Nov13 final								
BARRIER DESIGN:			INPUT HEIGHTS			Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.					
ATMOSPHERICS:			68 deg F, 50% RH								

Receiver													
Name	No.	#DUs	Existing	No Barrier				With Barrier					
			LAeq1h	LAeq1h	Crit'n	Increase over existing		Type	Calculated	Noise Reduction		Calculated minus Goal	
			Calculated	Crit'n		Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal		Goal
			dBA	dBA	dBA					dBA	dB	dB	dBA
RR-01	1	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0	
RR-02	2	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0	
RR-03	3	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0	
RR-04	4	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0	
RR-05	5	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0	
RR-06	6	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0	
RR-07	7	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0	
RR-08	8	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0	
RR-09	9	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0	
RR-10	10	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0	
RR-11	11	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0	
RR-12	12	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0	
RR-13	13	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-14	14	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-15	15	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-16	16	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-17	17	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
RR-18	18	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0	
RR-19	19	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0	
RR-20	20	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0	
RR-21	21	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0	
RR-22	22	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0	
RR-23	23	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0	
RR-24	24	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0	

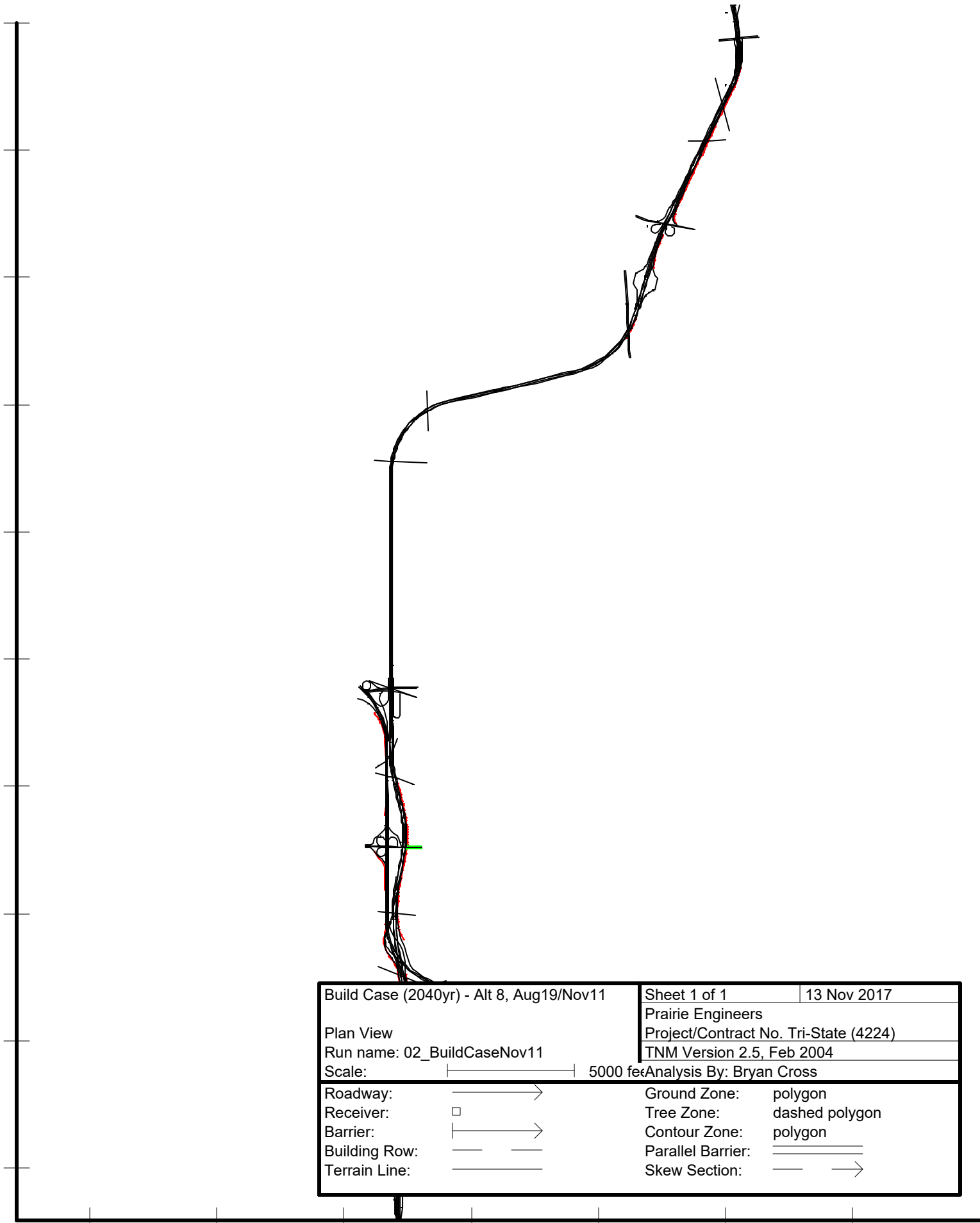
RESULTS: SOUND LEVELS









Tri-State Tollway (4224)

RR-25	25	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
RR-26	26	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
RR-27	27	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
RR-28	28	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
RR-29	29	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
RR-30	30	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
RR-31	31	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
RR-32	32	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
RR-33	33	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
RR-34	34	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
RR-35	35	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
RR-36	36	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	0.0	8	-8.0
RR-37	37	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
RR-38	38	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
RR-39	39	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
RR-40	40	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
RR-41	41	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
RR-42	42	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		42	0.0	0.0	0.0							
All Impacted		20	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

TNM Data

Build Scenario (Alt 8)



Build Case (2040yr) - Alt 8, Aug19/Nov11		Sheet 1 of 1	13 Nov 2017
Plan View		Prairie Engineers	
Run name: 02_BuildCaseNov11		Project/Contract No. Tri-State (4224)	
Scale: 		TNM Version 2.5, Feb 2004	
Analysis By: Bryan Cross			
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

1085000 1090000 1095000 1100000 1105000 1110000 1115000 1120000

INPUT: ROADWAYS

Tri-State (4224)

Prairie Engineers		13 November 2017	
Bryan Cross		TNM 2.5	
INPUT: ROADWAYS		Average pavement type shall be used unless	
PROJECT/CONTRACT: Tri-State (4224)		a State highway agency substantiates the use	
RUN: Build Case (2040yr) - Alt 8, Aug19/Nov11		of a different type with the approval of FHWA	

Roadway Name	Width	Points			Coordinates (pavement)			Flow Control		Segment		
		Name	No.		X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft				ft	ft	ft		mph	%		
ML-NB294-IL-01	24.0	ML-NB294	1		1,097,138.8	1,887,404.1	672.40				Average	
		ML-NB294	2		1,097,134.8	1,887,730.8	674.00				Average	
		ML-NB294	3		1,097,122.0	1,887,973.5	675.90				Average	
		ML-NB294	4		1,097,120.8	1,888,145.8	677.00				Average	
		ML-NB294	5		1,097,115.9	1,888,290.2	678.10				Average	
		ML-NB294	6		1,097,115.2	1,888,623.5	682.00				Average	
		ML-NB294	7		1,097,114.2	1,888,838.5	684.60				Average	
		ML-NB294	8		1,097,111.5	1,889,182.4	689.30				Average	
		ML-NB294	9		1,097,107.6	1,889,371.2	691.80				Average	
		ML-NB294	10		1,097,102.0	1,889,518.5	692.00				Average	
		ML-NB294	11		1,097,093.2	1,889,711.2	691.90				Average	
		ML-NB294	12		1,097,086.4	1,889,865.2	691.10				Average	
		ML-NB294	13		1,097,074.2	1,890,034.1	691.00				Average	
		ML-NB294	14		1,097,058.5	1,890,235.2	690.00				Average	
		ML-NB294	15		1,097,041.9	1,890,431.9	689.70				Average	
		ML-NB294	16		1,097,028.5	1,890,586.2	689.00				Average	
		ML-NB294	17		1,097,022.9	1,890,676.2	688.90				Average	
		ML-NB294	18		1,097,020.1	1,890,780.8	688.60				Average	
		ML-NB294	19		1,097,019.9	1,890,930.8	689.90				Average	
		ML-NB294	20		1,097,021.6	1,891,029.6	690.20				Average	
		ML-NB294	21		1,097,022.9	1,891,102.4	691.10				Average	
		ML-NB294	22		1,097,030.5	1,891,224.1	692.90				Average	
		ML-NB294	23		1,097,044.8	1,891,370.8	694.00				Average	
		ML-NB294	24		1,097,058.9	1,891,473.0	695.10				Average	
		ML-NB294	25		1,097,084.2	1,891,617.4	697.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	26	1,097,107.0	1,891,715.8	698.00					
ML-NB294-IL-02	24.0	ML-NB294	27	1,097,107.0	1,891,715.8	698.00				Average	
		ML-NB294	28	1,097,142.9	1,891,862.8	699.70				Average	
		ML-NB294	29	1,097,160.2	1,891,940.1	700.20				Average	
		ML-NB294	30	1,097,182.0	1,892,034.5	701.20				Average	
		ML-NB294	31	1,097,216.2	1,892,188.9	702.20				Average	
		ML-NB294	32	1,097,246.6	1,892,349.9	704.30				Average	
		ML-NB294	33	1,097,260.2	1,892,410.8	703.70				Average	
		ML-NB294	34	1,097,306.6	1,892,632.1	700.00				Average	Y
		ML-NB294	35	1,097,324.9	1,892,718.9	700.00				Average	
		ML-NB294	36	1,097,384.2	1,892,975.8	698.90				Average	
		ML-NB294	37	1,097,503.6	1,893,488.1	722.00				Average	Y
		ML-NB294	38	1,097,557.9	1,893,717.8	723.20				Average	
		ML-NB294	39	1,097,607.2	1,893,926.2	722.00				Average	
		ML-NB294	40	1,097,649.5	1,894,147.5	722.00				Average	
		ML-NB294	41	1,097,673.6	1,894,320.2	722.00				Average	
		ML-NB294	42	1,097,681.9	1,894,393.9	722.40				Average	
		ML-NB294	43	1,097,696.8	1,894,543.2	720.00				Average	
		ML-NB294	44	1,097,702.2	1,894,669.8	720.00				Average	
		ML-NB294	45	1,097,706.2	1,894,796.8	718.00				Average	
		ML-NB294	46	1,097,706.1	1,894,880.1	713.80				Average	
		ML-NB294	47	1,097,702.9	1,895,036.0	715.00				Average	Y
		ML-NB294	48	1,097,696.4	1,895,141.0	717.00				Average	Y
		ML-NB294	49	1,097,687.4	1,895,250.8	718.00				Average	Y
		ML-NB294	50	1,097,664.6	1,895,428.9	720.00				Average	Y
		ML-NB294	51	1,097,648.9	1,895,543.0	720.00				Average	
		ML-NB294	52	1,097,636.5	1,895,611.0	720.00				Average	
		ML-NB294	53	1,097,598.2	1,895,823.8	720.00				Average	
		ML-NB294	54	1,097,564.8	1,896,016.5	721.00				Average	
		ML-NB294	55	1,097,536.9	1,896,179.8	724.30				Average	
		ML-NB294	56	1,097,485.9	1,896,454.1	721.40				Average	
		ML-NB294	57	1,097,435.8	1,896,738.9	718.40				Average	
		ML-NB294	58	1,097,421.5	1,896,822.2	716.20				Average	Y
		ML-NB294	59	1,097,406.5	1,896,904.1	714.00				Average	
		ML-NB294	60	1,097,340.8	1,897,251.9	712.00				Average	
		ML-NB294	61	1,097,294.2	1,897,524.8	712.00				Average	Y
		ML-NB294	62	1,097,262.8	1,897,687.5	716.00					
ML-NB294-IL-03	24.0	ML-NB294	64	1,097,262.8	1,897,687.5	716.00				Average	
		ML-NB294	65	1,097,227.8	1,897,876.1	721.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	66	1,097,220.8	1,897,924.2	721.50				Average	
		ML-NB294	67	1,097,207.2	1,898,009.6	721.60				Average	Y
		ML-NB294	68	1,097,104.8	1,898,574.8	722.00				Average	
		ML-NB294	69	1,097,051.9	1,898,939.2	722.90				Average	Y
		ML-NB294	70	1,097,041.9	1,899,070.8	722.00				Average	
		ML-NB294	71	1,097,005.0	1,899,481.0	722.00				Average	
		ML-NB294	72	1,096,989.0	1,899,741.8	722.50				Average	
		ML-NB294	73	1,096,985.5	1,899,844.2	723.10				Average	
		ML-NB294	74	1,096,982.0	1,899,964.0	720.00				Average	Y
		ML-NB294	75	1,096,989.2	1,900,357.8	720.00				Average	
		ML-NB294	76	1,097,000.2	1,900,537.4	718.90				Average	
		ML-NB294	77	1,097,021.0	1,900,756.2	714.00				Average	
		ML-NB294	78	1,097,035.8	1,900,877.1	711.70				Average	
		ML-NB294	79	1,097,051.2	1,900,996.9	709.10				Average	
		ML-NB294	80	1,097,073.1	1,901,143.4	706.10				Average	
		ML-NB294	81	1,097,138.4	1,901,478.9	698.00					
ML-NB294-IL-04	36.0	ML-NB294	82	1,097,138.4	1,901,478.9	698.00				Average	
		ML-NB294	83	1,097,206.0	1,901,766.5	692.00				Average	
		ML-NB294	84	1,097,240.8	1,901,936.8	688.00				Average	
		ML-NB294	85	1,097,270.8	1,902,092.1	684.40				Average	
		ML-NB294	86	1,097,294.1	1,902,251.5	681.50				Average	
		ML-NB294	87	1,097,322.5	1,902,414.9	677.60				Average	
		ML-NB294	88	1,097,342.0	1,902,552.2	675.10				Average	
		ML-NB294	89	1,097,348.6	1,902,619.2	674.10				Average	
		ML-NB294	90	1,097,357.5	1,902,716.2	672.70				Average	
		ML-NB294	91	1,097,365.8	1,902,869.0	671.00				Average	
		ML-NB294	92	1,097,376.0	1,903,032.9	670.00				Average	
		ML-NB294	93	1,097,382.0	1,903,149.5	670.00				Average	
		ML-NB294	94	1,097,381.0	1,903,262.0	671.00				Average	
		ML-NB294	95	1,097,376.8	1,903,367.2	671.80				Average	
		ML-NB294	96	1,097,369.5	1,903,479.8	673.70				Average	
		ML-NB294	97	1,097,360.2	1,903,572.5	674.90				Average	
		ML-NB294	98	1,097,344.5	1,903,693.2	677.00				Average	
		ML-NB294	99	1,097,321.6	1,903,832.9	679.00				Average	
		ML-NB294	100	1,097,301.6	1,903,951.9	680.70				Average	
		ML-NB294	101	1,097,267.8	1,904,119.2	683.00				Average	
		ML-NB294	102	1,097,239.1	1,904,252.9	685.00				Average	
		ML-NB294	103	1,097,211.1	1,904,363.2	686.60				Average	
		ML-NB294	104	1,097,178.9	1,904,489.4	688.20				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	105	1,097,142.0	1,904,628.2	690.00				Average	
		ML-NB294	106	1,097,120.8	1,904,709.2	692.00				Average	
		ML-NB294	107	1,097,067.6	1,904,941.1	695.00				Average	
		ML-NB294	108	1,097,020.9	1,905,151.2	698.00				Average	
		ML-NB294	109	1,097,003.9	1,905,231.2	695.50				Average	Y
		ML-NB294	110	1,096,921.8	1,905,609.2	700.00				Average	
		ML-NB294	111	1,096,900.0	1,905,729.0	706.70				Average	
		ML-NB294	112	1,096,882.2	1,905,868.5	708.00				Average	
		ML-NB294	113	1,096,865.5	1,906,011.2	709.70				Average	
		ML-NB294	114	1,096,858.2	1,906,164.4	709.40				Average	
		ML-NB294	115	1,096,851.5	1,906,324.5	707.00				Average	Y
		ML-NB294	116	1,096,844.6	1,906,511.8	705.00				Average	
		ML-NB294	117	1,096,840.4	1,906,804.0	699.70				Average	
		ML-NB294	118	1,096,840.4	1,906,981.0	696.30				Average	
		ML-NB294	119	1,096,840.4	1,907,374.8	688.50				Average	
		ML-NB294	120	1,096,840.4	1,907,640.4	684.80				Average	
		ML-NB294	121	1,096,835.2	1,908,030.0	685.40				Average	
		ML-NB294	122	1,096,836.8	1,908,255.1	688.60				Average	
		ML-NB294	123	1,096,837.0	1,908,660.5	694.00				Average	
		ML-NB294	124	1,096,836.8	1,908,726.2	693.90				Average	Y
		ML-NB294	125	1,096,836.9	1,909,030.4	693.90				Average	
		ML-NB294	126	1,096,840.2	1,909,288.6	698.00					
ML-NB294-IL-05	30.0	ML-NB294	127	1,096,840.2	1,909,288.6	698.00				Average	
		ML-NB294	128	1,096,842.6	1,909,794.0	693.00				Average	
		ML-NB294	129	1,096,843.6	1,910,486.5	679.00				Average	
		ML-NB294	130	1,096,845.2	1,910,916.2	671.00				Average	
		ML-NB294	131	1,096,842.8	1,911,266.9	668.50				Average	
		ML-NB294	132	1,096,844.4	1,911,689.6	667.00				Average	
		ML-NB294	133	1,096,843.6	1,912,211.2	666.00				Average	
		ML-NB294	134	1,096,843.6	1,912,740.8	665.10				Average	
		ML-NB294	135	1,096,842.8	1,913,190.5	663.80				Average	
		ML-NB294	136	1,096,843.1	1,913,792.4	662.10				Average	
		ML-NB294	137	1,096,844.1	1,914,048.8	662.00				Average	
		ML-NB294	138	1,096,842.0	1,914,495.5	661.60				Average	
		ML-NB294	139	1,096,843.1	1,914,985.1	660.00				Average	
		ML-NB294	140	1,096,842.1	1,915,492.2	659.00				Average	
		ML-NB294	141	1,096,842.1	1,916,004.4	659.00				Average	
		ML-NB294	142	1,096,841.2	1,916,543.4	667.00				Average	
		ML-NB294	143	1,096,841.2	1,917,063.4	676.60				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	144	1,096,843.9	1,917,440.1	682.80				Average	
		ML-NB294	145	1,096,851.8	1,917,596.4	685.20				Average	
		ML-NB294	146	1,096,875.1	1,917,785.6	687.00				Average	Y
		ML-NB294	147	1,096,885.5	1,917,859.4	687.00				Average	
		ML-NB294	148	1,096,909.0	1,917,972.2	687.30				Average	
		ML-NB294	149	1,096,935.9	1,918,101.6	687.00				Average	
		ML-NB294	150	1,096,971.5	1,918,218.8	685.90				Average	
		ML-NB294	151	1,097,007.9	1,918,332.5	684.00				Average	
		ML-NB294	152	1,097,046.1	1,918,428.9	682.70				Average	
		ML-NB294	153	1,097,086.9	1,918,524.2	681.40				Average	
		ML-NB294	154	1,097,162.4	1,918,678.0	680.60				Average	
		ML-NB294	155	1,097,249.2	1,918,829.0	680.90				Average	
		ML-NB294	156	1,097,304.8	1,918,916.8	681.00				Average	
		ML-NB294	157	1,097,421.1	1,919,084.2	684.00				Average	
		ML-NB294	158	1,097,493.2	1,919,173.8	685.90				Average	
		ML-NB294	159	1,097,593.0	1,919,286.5	689.10				Average	
		ML-NB294	160	1,097,700.6	1,919,396.8	692.50				Average	
		ML-NB294	161	1,097,781.4	1,919,473.1	694.80				Average	
		ML-NB294	162	1,097,888.1	1,919,566.0	697.10				Average	
		ML-NB294	163	1,098,021.8	1,919,665.0	698.90				Average	
		ML-NB294	164	1,098,160.1	1,919,759.2	695.60				Average	Y
		ML-NB294	165	1,098,305.8	1,919,846.8	695.00				Average	
		ML-NB294	166	1,098,474.9	1,919,929.8	696.00				Average	
		ML-NB294	167	1,098,570.4	1,919,973.1	694.60				Average	
		ML-NB294	168	1,098,703.2	1,920,025.2	691.50				Average	
		ML-NB294	169	1,098,848.2	1,920,075.6	686.90				Average	
		ML-NB294	170	1,099,231.9	1,920,169.2	676.10				Average	
		ML-NB294	171	1,099,816.1	1,920,302.1	661.20				Average	
		ML-NB294	172	1,100,088.8	1,920,362.9	658.50				Average	
		ML-NB294	173	1,100,901.2	1,920,547.8	654.00				Average	
		ML-NB294	174	1,100,952.4	1,920,559.1	654.00				Average	
		ML-NB294	175	1,101,361.2	1,920,651.1	652.10				Average	
		ML-NB294	176	1,101,725.8	1,920,733.5	652.10				Average	
		ML-NB294	177	1,102,501.0	1,920,913.2	656.00				Average	
		ML-NB294	178	1,103,084.1	1,921,059.6	662.30				Average	
		ML-NB294	179	1,103,624.4	1,921,195.0	669.70				Average	
		ML-NB294	180	1,103,866.1	1,921,254.0	671.20				Average	
		ML-NB294	181	1,103,920.4	1,921,272.0	673.00				Average	Y
		ML-NB294	182	1,104,182.8	1,921,340.0	675.90				Average	Y

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	183	1,104,345.2	1,921,392.0	679.50				Average	Y
		ML-NB294	184	1,104,467.5	1,921,436.5	679.50				Average	Y
		ML-NB294	185	1,104,663.2	1,921,519.2	683.60				Average	Y
		ML-NB294	186	1,104,855.8	1,921,617.2	686.90				Average	Y
		ML-NB294	187	1,105,029.2	1,921,718.6	687.40				Average	Y
		ML-NB294	188	1,105,200.2	1,921,835.2	688.90				Average	Y
		ML-NB294	189	1,105,312.1	1,921,924.9	689.10				Average	Y
		ML-NB294	190	1,105,460.9	1,922,054.8	688.70				Average	Y
		ML-NB294	191	1,105,566.6	1,922,153.2	688.00				Average	Y
		ML-NB294	192	1,105,713.2	1,922,301.2	686.50				Average	Y
		ML-NB294	193	1,105,809.8	1,922,417.9	685.40				Average	Y
		ML-NB294	194	1,105,900.8	1,922,536.0	683.20				Average	Y
		ML-NB294	195	1,105,990.4	1,922,664.4	681.40				Average	Y
		ML-NB294	196	1,106,065.4	1,922,788.1	679.00				Average	Y
		ML-NB294	197	1,106,150.8	1,922,942.2	676.60				Average	Y
		ML-NB294	198	1,106,209.8	1,923,051.9	673.00				Average	Y
		ML-NB294	199	1,106,250.1	1,923,132.9	671.30				Average	
		ML-NB294	200	1,106,360.6	1,923,405.9	667.60				Average	
		ML-NB294	201	1,106,412.8	1,923,549.0	664.80					
ML-NB294-IL-06	30.0	ML-NB294	202	1,106,412.8	1,923,549.0	664.80				Average	
		ML-NB294	203	1,106,511.2	1,923,815.1	659.60				Average	
		ML-NB294	204	1,106,538.8	1,923,901.4	657.80				Average	
		ML-NB294	205	1,106,558.6	1,923,964.2	656.60				Average	
		ML-NB294	206	1,106,596.5	1,924,095.6	653.60				Average	
		ML-NB294	207	1,106,628.6	1,924,205.2	651.40				Average	
		ML-NB294	208	1,106,700.8	1,924,455.2	646.60				Average	
		ML-NB294	209	1,106,776.9	1,924,716.1	641.20				Average	
		ML-NB294	210	1,106,854.6	1,924,975.9	638.30				Average	
		ML-NB294	211	1,106,885.2	1,925,077.0	640.90				Average	
		ML-NB294	212	1,106,966.6	1,925,357.8	642.00				Average	
		ML-NB294	213	1,107,065.8	1,925,723.4	643.00				Average	
		ML-NB294	214	1,107,104.2	1,925,860.8	643.00				Average	
		ML-NB294	215	1,107,214.4	1,926,208.8	646.10				Average	
		ML-NB294	216	1,107,274.6	1,926,384.8	649.70				Average	
		ML-NB294	217	1,107,310.9	1,926,482.6	651.50				Average	
		ML-NB294	218	1,107,356.8	1,926,599.1	653.60				Average	
		ML-NB294	219	1,107,420.2	1,926,747.5	656.60					
ML-NB294-IL-07	24.0	ML-NB294	220	1,107,420.2	1,926,747.5	656.60				Average	
		ML-NB294	221	1,107,544.0	1,926,999.4	661.20				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	222	1,107,586.1	1,927,078.5	661.00				Average	Y
		ML-NB294	223	1,107,625.4	1,927,156.6	661.00				Average	
		ML-NB294	224	1,107,865.2	1,927,642.5	652.00				Average	
		ML-NB294	225	1,107,973.8	1,927,866.5	648.10				Average	
		ML-NB294	226	1,108,040.5	1,928,006.8	646.40				Average	
		ML-NB294	227	1,108,105.8	1,928,139.4	645.10				Average	
		ML-NB294	228	1,108,253.1	1,928,450.6	643.40				Average	
		ML-NB294	229	1,108,284.8	1,928,509.8	643.10					
ML-NB294-IL-08	24.0	ML-NB294	230	1,108,284.8	1,928,509.8	643.10				Average	
		ML-NB294	231	1,108,394.1	1,928,736.2	644.00				Average	
		ML-NB294	232	1,108,502.4	1,928,967.8	645.50				Average	
		ML-NB294	233	1,108,582.2	1,929,121.2	646.80				Average	
		ML-NB294	234	1,108,717.0	1,929,408.8	649.10				Average	
		ML-NB294	235	1,108,764.8	1,929,510.2	650.00				Average	
		ML-NB294	236	1,108,866.0	1,929,723.2	652.30				Average	
		ML-NB294	237	1,108,937.9	1,929,871.5	654.00				Average	
		ML-NB294	238	1,108,990.8	1,929,982.1	655.50				Average	
		ML-NB294	239	1,109,108.8	1,930,225.0	659.00				Average	
		ML-NB294	240	1,109,172.9	1,930,370.0	660.00				Average	Y
		ML-NB294	241	1,109,203.0	1,930,434.6	660.00				Average	
		ML-NB294	242	1,109,287.2	1,930,616.8	662.60				Average	
		ML-NB294	243	1,109,355.4	1,930,751.2	663.70				Average	
		ML-NB294	244	1,109,447.2	1,930,944.0	665.40				Average	
		ML-NB294	245	1,109,532.6	1,931,121.8	666.70				Average	
		ML-NB294	246	1,109,647.2	1,931,366.5	669.80				Average	
		ML-NB294	247	1,109,730.6	1,931,547.1	670.00				Average	Y
		ML-NB294	248	1,109,934.1	1,931,964.2	668.00				Average	
		ML-NB294	249	1,110,060.5	1,932,213.2	665.40				Average	
		ML-NB294	250	1,110,157.2	1,932,406.9	660.90				Average	
		ML-NB294	251	1,110,214.2	1,932,527.8	658.20				Average	
		ML-NB294	252	1,110,280.6	1,932,676.8	655.00				Average	
		ML-NB294	253	1,110,346.8	1,932,845.1	651.40				Average	
		ML-NB294	254	1,110,390.6	1,932,977.8	649.00				Average	
		ML-NB294	255	1,110,429.8	1,933,116.5	645.50				Average	
		ML-NB294	256	1,110,438.1	1,933,154.8	645.90					
ML-NB294-IL-09	24.0	ML-NB294	257	1,110,438.1	1,933,154.8	645.90				Average	
		ML-NB294	258	1,110,461.4	1,933,269.8	643.50				Average	
		ML-NB294	259	1,110,480.9	1,933,387.8	641.90				Average	
		ML-NB294	260	1,110,497.1	1,933,529.6	642.70				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	261	1,110,507.1	1,933,651.8	640.90				Average
		ML-NB294	262	1,110,509.8	1,933,751.5	642.10				Average
		ML-NB294	263	1,110,509.8	1,933,879.1	642.10				Average
		ML-NB294	264	1,110,506.2	1,933,976.2	641.80				Average
		ML-NB294	265	1,110,494.1	1,934,093.1	642.40				Average
		ML-NB294	266	1,110,480.2	1,934,240.2	642.40				Average
		ML-NB294	267	1,110,464.5	1,934,363.0	644.10				Average
		ML-NB294	268	1,110,454.2	1,934,456.5	643.40				Average
		ML-NB294	269	1,110,429.0	1,934,654.2	643.60				Average
		ML-NB294	270	1,110,396.5	1,934,916.9	644.00				Average
		ML-NB294	271	1,110,376.0	1,935,079.5	644.00				
ML-NB294-IL-10	24.0	ML-NB294	272	1,110,376.0	1,935,079.5	644.00				Average
		ML-NB294	273	1,110,316.2	1,935,515.2	643.00				Average
		ML-NB294	274	1,110,294.1	1,935,740.0	642.00				
ML-NB294-OL-01	24.0	ML-NB294	275	1,097,164.9	1,887,403.5	673.20				Average
		ML-NB294	276	1,097,160.8	1,887,730.2	674.00				Average
		ML-NB294	277	1,097,148.1	1,887,973.0	675.40				Average
		ML-NB294	278	1,097,146.9	1,888,145.2	676.70				Average
		ML-NB294	279	1,097,142.0	1,888,289.6	678.10				Average
		ML-NB294	280	1,097,141.4	1,888,623.0	682.00				Average
		ML-NB294	281	1,097,140.2	1,888,838.0	684.60				Average
		ML-NB294	282	1,097,137.6	1,889,181.9	689.20				Average
		ML-NB294	283	1,097,133.8	1,889,370.8	691.30				Average
		ML-NB294	284	1,097,128.1	1,889,517.9	692.00				Average
		ML-NB294	285	1,097,119.2	1,889,710.8	692.00				Average
		ML-NB294	286	1,097,112.5	1,889,864.8	691.00				Average
		ML-NB294	287	1,097,100.2	1,890,033.5	690.90				Average
		ML-NB294	288	1,097,084.8	1,890,234.6	690.00				Average
		ML-NB294	289	1,097,068.0	1,890,431.2	689.50				Average
		ML-NB294	290	1,097,054.8	1,890,585.8	688.50				Average
		ML-NB294	291	1,097,049.0	1,890,675.8	688.10				Average
		ML-NB294	292	1,097,046.2	1,890,780.2	688.00				Average
		ML-NB294	293	1,097,046.0	1,890,930.2	688.50				Average
		ML-NB294	294	1,097,047.8	1,891,029.0	689.50				Average
		ML-NB294	295	1,097,051.0	1,891,101.8	690.50				Average
		ML-NB294	296	1,097,061.6	1,891,223.5	691.20				Average
		ML-NB294	297	1,097,072.9	1,891,370.2	693.50				Average
		ML-NB294	298	1,097,087.0	1,891,472.4	694.90				Average
		ML-NB294	299	1,097,110.4	1,891,616.9	696.50				Average

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	300	1,097,133.1	1,891,715.2	698.00					
ML-NB294-OL-02	24.0	ML-NB294	301	1,097,133.1	1,891,715.2	698.00				Average	
		ML-NB294	302	1,097,170.0	1,891,862.2	699.50				Average	
		ML-NB294	303	1,097,188.4	1,891,939.6	700.00				Average	
		ML-NB294	304	1,097,212.2	1,892,033.9	701.00				Average	
		ML-NB294	305	1,097,244.4	1,892,188.2	702.20				Average	
		ML-NB294	306	1,097,277.8	1,892,349.2	703.30				Average	
		ML-NB294	307	1,097,290.2	1,892,410.2	702.30				Average	
		ML-NB294	308	1,097,336.6	1,892,631.5	700.00				Average	Y
		ML-NB294	309	1,097,356.0	1,892,719.4	700.00				Average	
		ML-NB294	310	1,097,411.1	1,892,972.0	699.00				Average	
		ML-NB294	311	1,097,538.0	1,893,523.6	722.00				Average	Y
		ML-NB294	312	1,097,593.6	1,893,759.0	723.20				Average	
		ML-NB294	313	1,097,633.4	1,893,925.8	721.50				Average	
		ML-NB294	314	1,097,675.6	1,894,147.0	721.80				Average	
		ML-NB294	315	1,097,699.8	1,894,319.8	721.80				Average	
		ML-NB294	316	1,097,708.0	1,894,393.4	721.70				Average	
		ML-NB294	317	1,097,724.9	1,894,542.8	720.00				Average	
		ML-NB294	318	1,097,730.4	1,894,669.2	720.00				Average	
		ML-NB294	319	1,097,732.4	1,894,796.2	717.60				Average	
		ML-NB294	320	1,097,732.2	1,894,879.6	713.30				Average	
		ML-NB294	321	1,097,727.4	1,895,049.9	715.00				Average	Y
		ML-NB294	322	1,097,722.5	1,895,146.4	717.00				Average	Y
		ML-NB294	323	1,097,711.4	1,895,269.8	718.00				Average	Y
		ML-NB294	324	1,097,689.4	1,895,443.5	720.00				Average	Y
		ML-NB294	325	1,097,673.8	1,895,557.2	720.00				Average	
		ML-NB294	326	1,097,664.5	1,895,622.1	720.00				Average	
		ML-NB294	327	1,097,626.5	1,895,823.1	720.00				Average	
		ML-NB294	328	1,097,592.9	1,896,015.9	721.00				Average	
		ML-NB294	329	1,097,563.0	1,896,179.1	724.30				Average	
		ML-NB294	330	1,097,514.2	1,896,456.5	721.40				Average	
		ML-NB294	331	1,097,462.8	1,896,742.4	718.40				Average	
		ML-NB294	332	1,097,446.4	1,896,830.8	716.20				Average	Y
		ML-NB294	333	1,097,432.1	1,896,912.2	714.00				Average	
		ML-NB294	334	1,097,368.8	1,897,251.4	712.00				Average	
		ML-NB294	335	1,097,322.0	1,897,515.1	712.00				Average	Y
		ML-NB294	336	1,097,292.5	1,897,674.1	716.00					
ML-NB294-OL-03	24.0	ML-NB294	338	1,097,292.5	1,897,674.1	716.00				Average	
		ML-NB294	339	1,097,256.8	1,897,875.6	721.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	340	1,097,249.1	1,897,922.9	721.50				Average	
		ML-NB294	341	1,097,240.6	1,897,967.5	721.60				Average	Y
		ML-NB294	342	1,097,139.8	1,898,523.8	722.00				Average	
		ML-NB294	343	1,097,083.2	1,898,902.2	722.90				Average	Y
		ML-NB294	344	1,097,070.2	1,899,045.2	722.00				Average	
		ML-NB294	345	1,097,031.1	1,899,480.4	722.00				Average	
		ML-NB294	346	1,097,015.1	1,899,741.2	722.50				Average	
		ML-NB294	347	1,097,011.6	1,899,843.8	723.10				Average	
		ML-NB294	348	1,097,008.1	1,899,963.5	720.00				Average	Y
		ML-NB294	349	1,097,014.8	1,900,356.2	720.00				Average	
		ML-NB294	350	1,097,028.4	1,900,536.9	718.90				Average	
		ML-NB294	351	1,097,046.0	1,900,754.6	714.00				Average	
		ML-NB294	352	1,097,060.5	1,900,873.8	711.70				Average	
		ML-NB294	353	1,097,071.8	1,900,992.1	709.10				Average	
		ML-NB294	354	1,097,096.4	1,901,142.1	706.10				Average	
		ML-NB294	355	1,097,170.9	1,901,475.2	697.80					
ML-NB294-OL-04	36.0	ML-NB294	356	1,097,170.9	1,901,475.2	697.80				Average	
		ML-NB294	357	1,097,244.1	1,901,765.9	690.30				Average	
		ML-NB294	358	1,097,278.6	1,901,935.8	687.70				Average	
		ML-NB294	359	1,097,306.9	1,902,091.5	684.30				Average	
		ML-NB294	360	1,097,332.2	1,902,250.9	681.90				Average	
		ML-NB294	361	1,097,358.4	1,902,413.4	678.00				Average	
		ML-NB294	362	1,097,378.1	1,902,550.9	675.40				Average	
		ML-NB294	363	1,097,386.8	1,902,618.2	675.50				Average	
		ML-NB294	364	1,097,395.2	1,902,715.1	673.80				Average	
		ML-NB294	365	1,097,408.1	1,902,867.8	670.90				Average	
		ML-NB294	366	1,097,416.1	1,903,032.2	669.60				Average	
		ML-NB294	367	1,097,418.1	1,903,149.0	670.30				Average	
		ML-NB294	368	1,097,417.1	1,903,261.5	670.60				Average	
		ML-NB294	369	1,097,412.9	1,903,366.8	672.10				Average	
		ML-NB294	370	1,097,405.6	1,903,479.2	674.00				Average	
		ML-NB294	371	1,097,396.2	1,903,571.9	674.60				Average	
		ML-NB294	372	1,097,380.6	1,903,692.8	676.50				Average	
		ML-NB294	373	1,097,358.8	1,903,835.8	677.40				Average	
		ML-NB294	374	1,097,338.1	1,903,956.5	678.20				Average	
		ML-NB294	375	1,097,304.2	1,904,120.1	681.40				Average	
		ML-NB294	376	1,097,274.2	1,904,252.4	684.30				Average	
		ML-NB294	377	1,097,249.0	1,904,364.1	685.40				Average	
		ML-NB294	378	1,097,218.8	1,904,488.8	687.80				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	379	1,097,182.8	1,904,626.2	688.90				Average	
		ML-NB294	380	1,097,158.8	1,904,708.6	691.70				Average	
		ML-NB294	381	1,097,104.8	1,904,941.9	693.90				Average	
		ML-NB294	382	1,097,057.9	1,905,151.2	697.80				Average	
		ML-NB294	383	1,097,042.1	1,905,220.0	695.50				Average	Y
		ML-NB294	384	1,096,959.9	1,905,603.8	700.00				Average	
		ML-NB294	385	1,096,937.0	1,905,728.4	706.30				Average	
		ML-NB294	386	1,096,920.4	1,905,868.0	706.30				Average	
		ML-NB294	387	1,096,901.6	1,906,010.8	708.20				Average	
		ML-NB294	388	1,096,895.4	1,906,163.8	707.20				Average	
		ML-NB294	389	1,096,889.2	1,906,377.2	707.00				Average	Y
		ML-NB294	390	1,096,884.2	1,906,567.9	705.00				Average	
		ML-NB294	391	1,096,885.0	1,906,803.4	699.30				Average	
		ML-NB294	392	1,096,885.2	1,906,980.5	695.90				Average	
		ML-NB294	393	1,096,883.0	1,907,374.2	688.00				Average	
		ML-NB294	394	1,096,880.9	1,907,641.2	684.50				Average	
		ML-NB294	395	1,096,871.4	1,908,029.5	685.30				Average	
		ML-NB294	396	1,096,872.8	1,908,254.5	688.60				Average	
		ML-NB294	397	1,096,871.2	1,908,659.9	693.90				Average	
		ML-NB294	398	1,096,871.6	1,908,722.9	693.90				Average	Y
		ML-NB294	399	1,096,874.6	1,909,033.1	693.90				Average	
		ML-NB294	400	1,096,875.8	1,909,288.0	697.30					
ML-NB294-OL-05	30.0	ML-NB294	401	1,096,875.8	1,909,288.0	697.30				Average	
		ML-NB294	402	1,096,880.2	1,909,794.2	692.30				Average	
		ML-NB294	403	1,096,869.8	1,910,485.9	678.50				Average	
		ML-NB294	404	1,096,871.4	1,910,915.6	670.50				Average	
		ML-NB294	405	1,096,868.8	1,911,266.2	668.30				Average	
		ML-NB294	406	1,096,870.6	1,911,689.1	667.00				Average	
		ML-NB294	407	1,096,869.8	1,912,210.8	666.00				Average	
		ML-NB294	408	1,096,869.8	1,912,740.2	665.00				Average	
		ML-NB294	409	1,096,868.8	1,913,189.9	663.90				Average	
		ML-NB294	410	1,096,869.2	1,913,791.8	662.20				Average	
		ML-NB294	411	1,096,870.2	1,914,048.1	662.00				Average	
		ML-NB294	412	1,096,868.1	1,914,495.0	661.00				Average	
		ML-NB294	413	1,096,869.2	1,914,984.6	660.00				Average	
		ML-NB294	414	1,096,868.2	1,915,491.8	659.00				Average	
		ML-NB294	415	1,096,868.2	1,916,003.8	659.00				Average	
		ML-NB294	416	1,096,867.4	1,916,542.9	666.90				Average	
		ML-NB294	417	1,096,867.4	1,917,062.9	675.60				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	418	1,096,870.0	1,917,439.6	681.00				Average	
		ML-NB294	419	1,096,877.8	1,917,595.8	684.20				Average	
		ML-NB294	420	1,096,901.2	1,917,785.1	687.00				Average	Y
		ML-NB294	421	1,096,911.6	1,917,858.9	687.00				Average	
		ML-NB294	422	1,096,935.1	1,917,971.8	686.30				Average	
		ML-NB294	423	1,096,962.0	1,918,101.0	686.20				Average	
		ML-NB294	424	1,096,997.6	1,918,218.2	685.00				Average	
		ML-NB294	425	1,097,034.0	1,918,332.0	683.00				Average	
		ML-NB294	426	1,097,072.2	1,918,428.2	681.90				Average	
		ML-NB294	427	1,097,113.0	1,918,523.8	680.80				Average	
		ML-NB294	428	1,097,188.5	1,918,677.4	679.20				Average	
		ML-NB294	429	1,097,275.4	1,918,828.5	680.20				Average	
		ML-NB294	430	1,097,330.9	1,918,916.2	680.20				Average	
		ML-NB294	431	1,097,447.2	1,919,083.8	683.40				Average	
		ML-NB294	432	1,097,519.2	1,919,173.1	685.60				Average	
		ML-NB294	433	1,097,619.1	1,919,285.9	689.10				Average	
		ML-NB294	434	1,097,736.2	1,919,398.1	692.00				Average	
		ML-NB294	435	1,097,817.1	1,919,474.5	694.80				Average	
		ML-NB294	436	1,097,923.8	1,919,567.4	697.00				Average	
		ML-NB294	437	1,098,057.5	1,919,666.4	698.40				Average	
		ML-NB294	438	1,098,161.8	1,919,738.4	695.00				Average	Y
		ML-NB294	439	1,098,305.2	1,919,819.6	696.00				Average	
		ML-NB294	440	1,098,353.5	1,919,846.9	697.10				Average	
		ML-NB294	441	1,098,504.6	1,919,919.0	694.40				Average	
		ML-NB294	442	1,098,600.1	1,919,962.4	693.90				Average	
		ML-NB294	443	1,098,732.9	1,920,014.5	690.00				Average	
		ML-NB294	444	1,098,891.4	1,920,063.6	685.40				Average	
		ML-NB294	445	1,099,264.2	1,920,153.2	675.20				Average	
		ML-NB294	446	1,099,844.5	1,920,285.5	660.60				Average	
		ML-NB294	447	1,100,117.1	1,920,346.2	658.00				Average	
		ML-NB294	448	1,100,901.6	1,920,524.2	654.00				Average	
		ML-NB294	449	1,100,952.8	1,920,535.5	654.10				Average	
		ML-NB294	450	1,101,389.2	1,920,631.2	651.90				Average	
		ML-NB294	451	1,101,753.9	1,920,713.8	651.80				Average	
		ML-NB294	452	1,102,532.0	1,920,895.9	654.80				Average	
		ML-NB294	453	1,103,117.8	1,921,040.8	662.50				Average	
		ML-NB294	454	1,103,658.0	1,921,176.1	668.70				Average	
		ML-NB294	455	1,103,899.8	1,921,235.1	672.10				Average	
		ML-NB294	456	1,103,954.1	1,921,244.1	673.00				Average	Y

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	457	1,104,213.9	1,921,317.9	675.90				Average	Y
		ML-NB294	458	1,104,376.4	1,921,371.9	679.50				Average	Y
		ML-NB294	459	1,104,498.8	1,921,418.5	679.50				Average	Y
		ML-NB294	460	1,104,694.5	1,921,503.2	683.60				Average	Y
		ML-NB294	461	1,104,889.6	1,921,607.0	686.90				Average	Y
		ML-NB294	462	1,105,065.2	1,921,708.4	687.40				Average	Y
		ML-NB294	463	1,105,236.2	1,921,825.1	688.90				Average	Y
		ML-NB294	464	1,105,350.8	1,921,920.9	689.10				Average	Y
		ML-NB294	465	1,105,514.2	1,922,062.6	688.70				Average	Y
		ML-NB294	466	1,105,614.8	1,922,161.2	688.00				Average	Y
		ML-NB294	467	1,105,764.9	1,922,312.5	686.50				Average	Y
		ML-NB294	468	1,105,852.2	1,922,422.8	685.40				Average	Y
		ML-NB294	469	1,105,936.9	1,922,535.4	683.20				Average	Y
		ML-NB294	470	1,106,024.5	1,922,663.9	681.40				Average	Y
		ML-NB294	471	1,106,100.5	1,922,787.5	679.00				Average	Y
		ML-NB294	472	1,106,186.8	1,922,941.8	676.60				Average	Y
		ML-NB294	473	1,106,244.9	1,923,046.4	673.00				Average	Y
		ML-NB294	474	1,106,280.6	1,923,122.4	671.70				Average	
		ML-NB294	475	1,106,394.8	1,923,403.4	667.60				Average	
		ML-NB294	476	1,106,446.8	1,923,546.4	664.90					
ML-NB294-OL-06	30.0	ML-NB294	477	1,106,446.8	1,923,546.4	664.90				Average	
		ML-NB294	478	1,106,543.4	1,923,814.6	658.90				Average	
		ML-NB294	479	1,106,570.9	1,923,900.9	657.80				Average	
		ML-NB294	480	1,106,590.8	1,923,963.8	656.50				Average	
		ML-NB294	481	1,106,628.6	1,924,095.0	653.60				Average	
		ML-NB294	482	1,106,660.8	1,924,204.6	651.00				Average	
		ML-NB294	483	1,106,733.8	1,924,454.8	646.20				Average	
		ML-NB294	484	1,106,809.0	1,924,715.5	641.00				Average	
		ML-NB294	485	1,106,885.8	1,924,975.2	640.50				Average	
		ML-NB294	486	1,106,917.2	1,925,076.5	641.00				Average	
		ML-NB294	487	1,106,999.9	1,925,353.9	641.90				Average	
		ML-NB294	488	1,107,095.2	1,925,720.0	642.60				Average	
		ML-NB294	489	1,107,134.5	1,925,857.5	642.70				Average	
		ML-NB294	490	1,107,243.6	1,926,202.6	645.90				Average	
		ML-NB294	491	1,107,305.9	1,926,384.0	649.50				Average	
		ML-NB294	492	1,107,342.6	1,926,482.5	650.80				Average	
		ML-NB294	493	1,107,385.9	1,926,594.1	653.00				Average	
		ML-NB294	494	1,107,449.8	1,926,741.2	656.50					
ML-NB294-OL-07	24.0	ML-NB294	495	1,107,449.8	1,926,741.2	656.50				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	496	1,107,578.2	1,926,994.8	660.90				Average	
		ML-NB294	497	1,107,616.8	1,927,074.8	661.00				Average	Y
		ML-NB294	498	1,107,656.8	1,927,150.4	661.00				Average	
		ML-NB294	499	1,107,896.1	1,927,642.5	652.00				Average	
		ML-NB294	500	1,108,005.6	1,927,864.2	648.00				Average	
		ML-NB294	501	1,108,074.8	1,928,002.9	646.30				Average	
		ML-NB294	502	1,108,137.9	1,928,138.8	644.70				Average	
		ML-NB294	503	1,108,285.2	1,928,450.0	643.20				Average	
		ML-NB294	504	1,108,310.9	1,928,509.2	643.10					
ML-NB294-OL-08	24.0	ML-NB294	505	1,108,310.9	1,928,509.2	643.10				Average	
		ML-NB294	506	1,108,418.4	1,928,732.2	643.90				Average	
		ML-NB294	507	1,108,524.2	1,928,962.9	645.30				Average	
		ML-NB294	508	1,108,605.8	1,929,119.4	646.90				Average	
		ML-NB294	509	1,108,737.9	1,929,401.2	649.10				Average	
		ML-NB294	510	1,108,785.6	1,929,502.8	650.00				Average	
		ML-NB294	511	1,108,893.8	1,929,722.8	652.50				Average	
		ML-NB294	512	1,108,964.2	1,929,867.5	654.00				Average	
		ML-NB294	513	1,109,015.8	1,929,977.2	655.20				Average	
		ML-NB294	514	1,109,136.2	1,930,222.6	659.10				Average	
		ML-NB294	515	1,109,201.4	1,930,370.8	660.00				Average	Y
		ML-NB294	516	1,109,230.1	1,930,434.8	660.00				Average	
		ML-NB294	517	1,109,312.8	1,930,614.0	662.70				Average	
		ML-NB294	518	1,109,376.1	1,930,745.2	663.60				Average	
		ML-NB294	519	1,109,467.9	1,930,936.9	664.80				Average	
		ML-NB294	520	1,109,555.4	1,931,115.9	666.50				Average	
		ML-NB294	521	1,109,671.2	1,931,358.5	669.40				Average	
		ML-NB294	522	1,109,744.1	1,931,523.1	670.00				Average	Y
		ML-NB294	523	1,109,945.4	1,931,938.4	668.00				Average	
		ML-NB294	524	1,110,083.4	1,932,206.2	665.00				Average	
		ML-NB294	525	1,110,177.8	1,932,400.8	660.70				Average	
		ML-NB294	526	1,110,234.8	1,932,520.9	658.50				Average	
		ML-NB294	527	1,110,305.6	1,932,675.8	655.00				Average	
		ML-NB294	528	1,110,373.0	1,932,844.5	651.40				Average	
		ML-NB294	529	1,110,416.8	1,932,977.2	649.00				Average	
		ML-NB294	530	1,110,451.4	1,933,106.2	645.50				Average	
		ML-NB294	531	1,110,463.0	1,933,154.9	646.70					
ML-NB294-OL-09	24.0	ML-NB294	532	1,110,463.0	1,933,154.9	646.70				Average	
		ML-NB294	533	1,110,485.5	1,933,265.8	643.50				Average	
		ML-NB294	534	1,110,505.4	1,933,383.8	641.90				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	535	1,110,521.9	1,933,528.8	642.70				Average	
		ML-NB294	536	1,110,533.2	1,933,651.1	640.90				Average	
		ML-NB294	537	1,110,535.8	1,933,751.0	642.10				Average	
		ML-NB294	538	1,110,535.8	1,933,878.6	642.10				Average	
		ML-NB294	539	1,110,532.2	1,933,975.8	641.80				Average	
		ML-NB294	540	1,110,521.0	1,934,093.0	642.40				Average	
		ML-NB294	541	1,110,506.2	1,934,239.8	642.40				Average	
		ML-NB294	542	1,110,491.2	1,934,365.2	644.10				Average	
		ML-NB294	543	1,110,480.2	1,934,458.9	643.40				Average	
		ML-NB294	544	1,110,455.1	1,934,653.8	643.60				Average	
		ML-NB294	545	1,110,422.8	1,934,916.4	644.00				Average	
		ML-NB294	546	1,110,402.1	1,935,078.9	644.00					
ML-NB294-OL-10	24.0	ML-NB294	547	1,110,402.1	1,935,078.9	644.00				Average	
		ML-NB294	548	1,110,342.4	1,935,514.8	643.00				Average	
		ML-NB294	549	1,110,320.2	1,935,739.8	642.00					
ML-NB294-OL2-08	12.0	ML-NB294	550	1,108,339.4	1,928,507.0	642.90				Average	
		ML-NB294	551	1,108,439.5	1,928,728.5	643.40				Average	
		ML-NB294	552	1,108,546.6	1,928,959.9	645.30				Average	
		ML-NB294	553	1,108,625.6	1,929,116.8	646.40				Average	
		ML-NB294	554	1,108,756.9	1,929,393.9	648.90				Average	
		ML-NB294	555	1,108,805.5	1,929,494.4	649.60				Average	
		ML-NB294	556	1,108,915.4	1,929,720.4	651.00				Average	
		ML-NB294	557	1,108,985.0	1,929,863.5	652.70				Average	
		ML-NB294	558	1,109,036.9	1,929,971.5	654.20				Average	
		ML-NB294	559	1,109,159.5	1,930,219.1	659.00				Average	
		ML-NB294	560	1,109,230.2	1,930,371.6	660.00				Average	Y
		ML-NB294	561	1,109,256.8	1,930,435.5	660.00				Average	
		ML-NB294	562	1,109,334.5	1,930,609.2	660.90				Average	
		ML-NB294	563	1,109,396.5	1,930,741.5	661.00				Average	
		ML-NB294	564	1,109,489.4	1,930,927.8	664.40				Average	
		ML-NB294	565	1,109,573.8	1,931,107.8	664.40				Average	
		ML-NB294	566	1,109,688.5	1,931,348.4	666.50				Average	
		ML-NB294	567	1,109,752.2	1,931,494.9	670.00				Average	Y
		ML-NB294	568	1,109,952.8	1,931,909.1	668.00				Average	
		ML-NB294	569	1,110,100.6	1,932,197.2	663.90				Average	
		ML-NB294	570	1,110,195.0	1,932,391.6	659.20				Average	
		ML-NB294	571	1,110,252.0	1,932,511.8	657.20				Average	
		ML-NB294	572	1,110,322.8	1,932,666.6	655.00				Average	
		ML-NB294	573	1,110,390.2	1,932,835.4	651.40				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-NB294	574	1,110,438.9	1,932,978.0	649.00				Average
		ML-NB294	575	1,110,474.8	1,933,108.2	645.50				Average
		ML-NB294	576	1,110,482.2	1,933,150.8	646.90				
ML-NB294-OL2-09	12.0	ML-NB294	577	1,110,482.2	1,933,150.8	646.90				Average
		ML-NB294	578	1,110,506.1	1,933,264.2	643.50				Average
		ML-NB294	579	1,110,528.0	1,933,383.2	641.90				Average
		ML-NB294	580	1,110,546.5	1,933,528.2	642.70				Average
		ML-NB294	581	1,110,556.8	1,933,651.8	640.90				Average
		ML-NB294	582	1,110,558.4	1,933,751.5	642.10				Average
		ML-NB294	583	1,110,558.4	1,933,879.1	642.10				Average
		ML-NB294	584	1,110,554.9	1,933,976.2	641.80				Average
		ML-NB294	585	1,110,544.6	1,934,097.4	642.40				Average
		ML-NB294	586	1,110,528.8	1,934,244.1	642.40				Average
		ML-NB294	587	1,110,512.9	1,934,367.1	644.10				Average
		ML-NB294	588	1,110,500.1	1,934,460.8	643.40				Average
		ML-NB294	589	1,110,476.2	1,934,652.5	643.60				Average
		ML-NB294	590	1,110,443.6	1,934,917.1	644.00				Average
		ML-NB294	591	1,110,424.4	1,935,074.1	642.20				
ML-SB294-OL2-09	24.0	ML-SB294	592	1,110,271.0	1,935,069.8	643.50				Average
		ML-SB294	593	1,110,290.2	1,934,912.8	644.00				Average
		ML-SB294	594	1,110,327.0	1,934,646.1	643.60				Average
		ML-SB294	595	1,110,348.2	1,934,446.8	643.40				Average
		ML-SB294	596	1,110,360.1	1,934,353.2	644.10				Average
		ML-SB294	597	1,110,375.4	1,934,233.8	642.40				Average
		ML-SB294	598	1,110,394.4	1,934,087.8	642.40				Average
		ML-SB294	599	1,110,402.4	1,933,970.6	641.80				Average
		ML-SB294	600	1,110,406.5	1,933,872.8	642.10				Average
		ML-SB294	601	1,110,405.2	1,933,744.4	642.10				Average
		ML-SB294	602	1,110,398.4	1,933,638.2	640.90				Average
		ML-SB294	603	1,110,387.1	1,933,515.9	642.70				Average
		ML-SB294	604	1,110,370.6	1,933,371.0	641.90				Average
		ML-SB294	605	1,110,350.6	1,933,252.9	643.50				Average
		ML-SB294	606	1,110,326.8	1,933,141.4	643.10				
ML-SB294-OL2-08	24.0	ML-SB294	607	1,110,326.8	1,933,141.4	643.10				Average
		ML-SB294	608	1,110,315.2	1,933,092.8	645.50				Average
		ML-SB294	609	1,110,279.8	1,932,978.2	649.00				Average
		ML-SB294	610	1,110,236.8	1,932,855.2	651.40				Average
		ML-SB294	611	1,110,173.8	1,932,684.9	655.00				Average
		ML-SB294	612	1,110,099.4	1,932,529.1	658.20				Average

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	613	1,110,043.0	1,932,409.9	660.80				Average	
		ML-SB294	614	1,109,950.0	1,932,217.2	666.20				Average	
		ML-SB294	615	1,109,902.1	1,932,119.6	668.00				Average	Y
		ML-SB294	616	1,109,700.1	1,931,701.0	670.50				Average	
		ML-SB294	617	1,109,552.4	1,931,398.2	668.10				Average	
		ML-SB294	618	1,109,432.9	1,931,156.0	664.90				Average	
		ML-SB294	619	1,109,347.1	1,930,973.6	663.50				Average	
		ML-SB294	620	1,109,250.9	1,930,769.8	661.40				Average	
		ML-SB294	621	1,109,186.1	1,930,638.0	660.70				Average	
		ML-SB294	622	1,109,084.5	1,930,429.2	660.00				Average	Y
		ML-SB294	623	1,109,055.2	1,930,366.2	660.00				Average	
		ML-SB294	624	1,108,991.9	1,930,227.4	658.70				Average	
		ML-SB294	625	1,108,870.8	1,929,977.8	655.10				Average	
		ML-SB294	626	1,108,820.9	1,929,871.5	654.00				Average	
		ML-SB294	627	1,108,753.4	1,929,728.0	652.30				Average	
		ML-SB294	628	1,108,646.8	1,929,513.2	650.00				Average	
		ML-SB294	629	1,108,606.2	1,929,431.9	649.00				Average	
		ML-SB294	630	1,108,460.4	1,929,127.8	646.60				Average	
		ML-SB294	631	1,108,388.9	1,928,975.4	645.50				Average	
		ML-SB294	632	1,108,278.1	1,928,746.2	644.00				Average	
		ML-SB294	633	1,108,162.2	1,928,509.2	643.20					
ML-SB294-OL-10	24.0	ML-SB294	634	1,110,217.1	1,935,737.9	642.00				Average	
		ML-SB294	635	1,110,243.4	1,935,513.8	643.00				Average	
		ML-SB294	636	1,110,299.0	1,935,077.2	644.00					
ML-SB294-OL-09	24.0	ML-SB294	637	1,110,299.0	1,935,077.2	644.00				Average	
		ML-SB294	638	1,110,319.5	1,934,914.8	644.00				Average	
		ML-SB294	639	1,110,351.9	1,934,652.1	643.60				Average	
		ML-SB294	640	1,110,377.8	1,934,449.5	643.40				Average	
		ML-SB294	641	1,110,389.2	1,934,355.8	644.10				Average	
		ML-SB294	642	1,110,403.1	1,934,238.1	642.40				Average	
		ML-SB294	643	1,110,417.9	1,934,091.4	642.40				Average	
		ML-SB294	644	1,110,429.2	1,933,974.2	641.80				Average	
		ML-SB294	645	1,110,432.8	1,933,877.0	642.10				Average	
		ML-SB294	646	1,110,432.8	1,933,749.4	642.10				Average	
		ML-SB294	647	1,110,430.1	1,933,649.5	640.90				Average	
		ML-SB294	648	1,110,418.8	1,933,527.1	642.70				Average	
		ML-SB294	649	1,110,402.2	1,933,382.2	641.90				Average	
		ML-SB294	650	1,110,382.2	1,933,264.1	643.50				Average	
		ML-SB294	651	1,110,359.8	1,933,153.2	643.90					

INPUT: ROADWAYS

Tri-State (4224)

ML-SB294-OL-08	24.0	ML-SB294	652	1,110,359.8	1,933,153.2	643.90				Average	
		ML-SB294	653	1,110,348.2	1,933,104.8	645.50				Average	
		ML-SB294	654	1,110,306.9	1,932,971.6	649.00				Average	
		ML-SB294	655	1,110,264.9	1,932,846.5	651.40				Average	
		ML-SB294	656	1,110,196.5	1,932,675.4	655.00				Average	
		ML-SB294	657	1,110,123.6	1,932,519.9	659.00				Average	
		ML-SB294	658	1,110,062.2	1,932,400.8	662.10				Average	
		ML-SB294	659	1,109,974.8	1,932,208.2	666.10				Average	
		ML-SB294	660	1,109,913.5	1,932,092.5	668.00				Average	Y
		ML-SB294	661	1,109,707.8	1,931,673.5	671.10				Average	
		ML-SB294	662	1,109,575.8	1,931,389.5	669.50				Average	
		ML-SB294	663	1,109,456.2	1,931,147.2	666.00				Average	
		ML-SB294	664	1,109,370.4	1,930,965.9	664.40				Average	
		ML-SB294	665	1,109,278.6	1,930,760.2	663.00				Average	
		ML-SB294	666	1,109,214.1	1,930,632.0	661.70				Average	
		ML-SB294	667	1,109,117.1	1,930,431.9	660.00				Average	Y
		ML-SB294	668	1,109,086.2	1,930,367.2	660.00				Average	
		ML-SB294	669	1,109,020.5	1,930,226.8	658.70				Average	
		ML-SB294	670	1,108,898.8	1,929,975.4	655.10				Average	
		ML-SB294	671	1,108,847.0	1,929,868.4	654.00				Average	
		ML-SB294	672	1,108,779.5	1,929,726.1	652.30				Average	
		ML-SB294	673	1,108,672.1	1,929,508.9	650.00				Average	
		ML-SB294	674	1,108,631.6	1,929,426.6	649.00				Average	
		ML-SB294	675	1,108,485.2	1,929,127.0	646.60				Average	
		ML-SB294	676	1,108,410.9	1,928,973.5	645.50				Average	
		ML-SB294	677	1,108,303.1	1,928,745.5	644.00				Average	
		ML-SB294	678	1,108,188.8	1,928,509.4	643.20					
ML-SB294-OL-07	30.0	ML-SB294	679	1,108,188.8	1,928,509.4	643.20				Average	
		ML-SB294	680	1,108,159.5	1,928,451.0	643.40				Average	
		ML-SB294	681	1,108,008.6	1,928,137.8	645.30				Average	
		ML-SB294	682	1,107,943.4	1,928,009.8	646.80				Average	
		ML-SB294	683	1,107,873.4	1,927,873.2	648.70				Average	
		ML-SB294	684	1,107,755.8	1,927,641.4	652.70				Average	
		ML-SB294	685	1,107,541.9	1,927,170.2	661.00				Average	Y
		ML-SB294	686	1,107,503.2	1,927,094.4	661.00				Average	
		ML-SB294	687	1,107,458.0	1,927,007.0	659.40				Average	
		ML-SB294	688	1,107,343.1	1,926,740.4	657.10					
ML-SB294-OL-06	30.0	ML-SB294	689	1,107,343.1	1,926,740.4	657.10				Average	
		ML-SB294	690	1,107,276.8	1,926,591.8	654.10				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	691	1,107,234.2	1,926,485.8	652.30				Average	
		ML-SB294	692	1,107,197.5	1,926,390.2	650.30				Average	
		ML-SB294	693	1,107,133.2	1,926,218.0	646.90				Average	
		ML-SB294	694	1,107,020.2	1,925,862.9	643.00				Average	
		ML-SB294	695	1,106,980.5	1,925,734.2	642.80				Average	
		ML-SB294	696	1,106,875.6	1,925,363.8	641.00				Average	
		ML-SB294	697	1,106,794.1	1,925,078.1	640.90				Average	
		ML-SB294	698	1,106,765.2	1,924,975.9	639.90				Average	
		ML-SB294	699	1,106,685.4	1,924,722.6	641.90				Average	
		ML-SB294	700	1,106,606.8	1,924,456.2	646.50				Average	
		ML-SB294	701	1,106,534.8	1,924,200.8	651.60				Average	
		ML-SB294	702	1,106,502.8	1,924,091.2	653.80				Average	
		ML-SB294	703	1,106,464.9	1,923,964.2	655.80				Average	
		ML-SB294	704	1,106,440.5	1,923,894.0	657.50				Average	
		ML-SB294	705	1,106,410.9	1,923,812.2	658.20				Average	
		ML-SB294	706	1,106,309.8	1,923,560.4	664.70					
ML-SB294-OL-05	30.0	ML-SB294	707	1,106,309.8	1,923,560.4	664.70				Average	
		ML-SB294	708	1,106,253.0	1,923,413.6	667.00				Average	
		ML-SB294	709	1,106,194.5	1,923,266.9	673.00				Average	Y
		ML-SB294	710	1,106,111.8	1,923,065.9	673.00				Average	Y
		ML-SB294	711	1,106,055.4	1,922,947.9	676.60				Average	Y
		ML-SB294	712	1,105,965.4	1,922,796.2	679.00				Average	Y
		ML-SB294	713	1,105,891.5	1,922,674.4	681.40				Average	Y
		ML-SB294	714	1,105,803.4	1,922,554.1	683.20				Average	Y
		ML-SB294	715	1,105,710.2	1,922,436.9	685.40				Average	Y
		ML-SB294	716	1,105,608.8	1,922,319.8	686.50				Average	Y
		ML-SB294	717	1,105,467.4	1,922,173.8	688.00				Average	Y
		ML-SB294	718	1,105,357.8	1,922,076.5	688.70				Average	Y
		ML-SB294	719	1,105,200.2	1,921,948.2	689.10				Average	Y
		ML-SB294	720	1,105,094.1	1,921,871.2	688.90				Average	Y
		ML-SB294	721	1,104,926.4	1,921,760.2	687.40				Average	Y
		ML-SB294	722	1,104,751.4	1,921,662.4	686.90				Average	Y
		ML-SB294	723	1,104,556.2	1,921,574.1	683.60				Average	Y
		ML-SB294	724	1,104,356.6	1,921,486.2	679.50				Average	Y
		ML-SB294	725	1,104,232.6	1,921,444.8	679.50				Average	Y
		ML-SB294	726	1,104,077.4	1,921,398.2	675.90				Average	Y
		ML-SB294	727	1,103,778.9	1,921,330.8	673.00				Average	
		ML-SB294	728	1,103,770.6	1,921,322.8	673.00				Average	
		ML-SB294	729	1,103,518.0	1,921,260.2	662.30				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	730	1,103,000.8	1,921,130.1	661.80				Average	
		ML-SB294	731	1,102,409.8	1,920,982.8	655.00				Average	
		ML-SB294	732	1,101,636.2	1,920,795.2	652.00				Average	
		ML-SB294	733	1,101,268.0	1,920,710.8	652.10				Average	
		ML-SB294	734	1,100,861.8	1,920,618.6	653.90				Average	
		ML-SB294	735	1,100,809.8	1,920,607.8	653.90				Average	
		ML-SB294	736	1,099,987.2	1,920,421.8	658.30				Average	
		ML-SB294	737	1,099,714.9	1,920,361.2	661.80				Average	
		ML-SB294	738	1,099,132.6	1,920,229.1	677.90				Average	
		ML-SB294	739	1,098,755.0	1,920,128.5	690.20				Average	
		ML-SB294	740	1,098,602.4	1,920,073.2	694.20				Average	
		ML-SB294	741	1,098,473.8	1,920,013.8	697.10				Average	
		ML-SB294	742	1,098,376.4	1,919,968.8	697.60				Average	
		ML-SB294	743	1,098,302.2	1,919,929.4	696.00				Average	Y
		ML-SB294	744	1,098,162.8	1,919,849.9	695.00				Average	
		ML-SB294	745	1,098,045.2	1,919,777.0	700.00				Average	
		ML-SB294	746	1,097,920.9	1,919,685.4	698.60				Average	
		ML-SB294	747	1,097,790.2	1,919,580.5	697.10				Average	
		ML-SB294	748	1,097,686.2	1,919,488.8	695.40				Average	
		ML-SB294	749	1,097,600.0	1,919,409.8	691.00				Average	
		ML-SB294	750	1,097,493.8	1,919,294.4	688.70				Average	
		ML-SB294	751	1,097,398.0	1,919,173.6	685.30				Average	
		ML-SB294	752	1,097,332.0	1,919,087.5	684.10				Average	
		ML-SB294	753	1,097,217.4	1,918,917.2	682.60				Average	
		ML-SB294	754	1,097,161.2	1,918,831.2	680.70				Average	
		ML-SB294	755	1,097,077.8	1,918,679.1	681.40				Average	
		ML-SB294	756	1,097,003.8	1,918,522.9	682.20				Average	
		ML-SB294	757	1,096,963.6	1,918,428.6	683.30				Average	
		ML-SB294	758	1,096,925.6	1,918,331.8	685.90				Average	
		ML-SB294	759	1,096,894.4	1,918,216.6	687.80				Average	
		ML-SB294	760	1,096,858.8	1,918,099.4	688.60				Average	
		ML-SB294	761	1,096,831.9	1,917,970.1	688.80				Average	
		ML-SB294	762	1,096,808.5	1,917,857.2	687.00				Average	Y
		ML-SB294	763	1,096,798.1	1,917,783.5	687.00				Average	
		ML-SB294	764	1,096,774.6	1,917,594.2	686.60				Average	
		ML-SB294	765	1,096,766.8	1,917,438.0	683.70				Average	
		ML-SB294	766	1,096,764.2	1,917,061.2	675.40				Average	
		ML-SB294	767	1,096,764.2	1,916,541.2	666.60				Average	
		ML-SB294	768	1,096,765.1	1,916,002.2	659.10				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	769	1,096,765.1	1,915,490.1	659.10				Average	
		ML-SB294	770	1,096,766.0	1,914,982.9	660.10				Average	
		ML-SB294	771	1,096,765.0	1,914,493.4	661.40				Average	
		ML-SB294	772	1,096,767.1	1,914,046.5	662.00				Average	
		ML-SB294	773	1,096,766.0	1,913,790.2	662.10				Average	
		ML-SB294	774	1,096,765.8	1,913,188.2	663.50				Average	
		ML-SB294	775	1,096,766.5	1,912,738.8	664.10				Average	
		ML-SB294	776	1,096,766.5	1,912,209.2	665.40				Average	
		ML-SB294	777	1,096,767.4	1,911,687.5	666.40				Average	
		ML-SB294	778	1,096,765.8	1,911,264.8	667.50				Average	
		ML-SB294	779	1,096,768.2	1,910,914.0	670.40				Average	
		ML-SB294	780	1,096,766.5	1,910,484.2	678.50				Average	
		ML-SB294	781	1,096,752.6	1,909,790.8	692.50					
ML-SB294-OL-04	36.0	ML-SB294	782	1,096,752.6	1,909,790.8	692.50				Average	
		ML-SB294	783	1,096,751.8	1,909,285.8	697.20				Average	
		ML-SB294	784	1,096,752.2	1,909,026.8	693.90				Average	Y
		ML-SB294	785	1,096,751.9	1,908,738.8	693.90				Average	
		ML-SB294	786	1,096,751.8	1,908,658.2	693.70				Average	
		ML-SB294	787	1,096,748.8	1,908,250.2	688.40				Average	
		ML-SB294	788	1,096,749.6	1,908,025.2	685.20				Average	
		ML-SB294	789	1,096,748.0	1,907,634.2	684.20				Average	
		ML-SB294	790	1,096,748.0	1,907,368.8	687.70				Average	
		ML-SB294	791	1,096,745.0	1,906,977.6	695.10				Average	
		ML-SB294	792	1,096,744.0	1,906,799.2	699.00				Average	
		ML-SB294	793	1,096,745.2	1,906,352.8	705.00				Average	Y
		ML-SB294	794	1,096,753.8	1,906,174.1	707.00				Average	
		ML-SB294	795	1,096,756.1	1,906,129.6	709.00				Average	
		ML-SB294	796	1,096,765.5	1,906,006.0	708.60				Average	
		ML-SB294	797	1,096,780.2	1,905,863.2	708.50				Average	
		ML-SB294	798	1,096,796.2	1,905,723.8	706.90				Average	
		ML-SB294	799	1,096,812.8	1,905,628.8	700.00				Average	Y
		ML-SB294	800	1,096,885.2	1,905,268.8	695.50				Average	
		ML-SB294	801	1,096,911.8	1,905,151.0	697.80				Average	
		ML-SB294	802	1,096,958.6	1,904,941.6	695.20				Average	
		ML-SB294	803	1,097,010.8	1,904,708.2	690.90				Average	
		ML-SB294	804	1,097,032.6	1,904,626.0	689.80				Average	
		ML-SB294	805	1,097,066.9	1,904,488.5	688.30				Average	
		ML-SB294	806	1,097,097.6	1,904,361.2	686.10				Average	
		ML-SB294	807	1,097,124.8	1,904,249.4	684.90				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	808	1,097,155.5	1,904,113.2	683.00				Average	
		ML-SB294	809	1,097,188.1	1,903,948.4	679.80				Average	
		ML-SB294	810	1,097,210.8	1,903,830.8	678.10				Average	
		ML-SB294	811	1,097,233.6	1,903,691.1	676.00				Average	
		ML-SB294	812	1,097,249.2	1,903,570.2	673.00				Average	
		ML-SB294	813	1,097,258.6	1,903,477.6	672.20				Average	
		ML-SB294	814	1,097,265.9	1,903,365.1	670.10				Average	
		ML-SB294	815	1,097,270.1	1,903,259.9	669.90				Average	
		ML-SB294	816	1,097,271.1	1,903,147.4	669.50				Average	
		ML-SB294	817	1,097,262.5	1,903,030.8	668.70				Average	
		ML-SB294	818	1,097,254.4	1,902,865.4	670.20				Average	
		ML-SB294	819	1,097,245.4	1,902,719.8	675.70				Average	
		ML-SB294	820	1,097,238.1	1,902,622.8	675.90				Average	
		ML-SB294	821	1,097,230.6	1,902,555.2	676.50				Average	
		ML-SB294	822	1,097,212.8	1,902,415.8	677.00				Average	
		ML-SB294	823	1,097,189.6	1,902,253.2	680.90				Average	
		ML-SB294	824	1,097,162.2	1,902,093.8	685.00				Average	
		ML-SB294	825	1,097,130.8	1,901,938.0	687.70					
ML-SB294-OL-03	24.0	ML-SB294	826	1,097,130.8	1,901,938.0	687.70				Average	
		ML-SB294	827	1,097,095.6	1,901,768.2	691.60				Average	
		ML-SB294	828	1,097,042.6	1,901,479.5	697.80				Average	
		ML-SB294	829	1,096,985.2	1,901,141.1	706.40				Average	
		ML-SB294	830	1,096,964.4	1,900,996.6	709.80				Average	
		ML-SB294	831	1,096,946.2	1,900,876.8	712.10				Average	
		ML-SB294	832	1,096,928.5	1,900,754.9	714.90				Average	
		ML-SB294	833	1,096,910.6	1,900,534.8	719.30				Average	
		ML-SB294	834	1,096,898.4	1,900,366.4	720.00				Average	Y
		ML-SB294	835	1,096,881.8	1,899,967.9	720.00				Average	
		ML-SB294	836	1,096,885.0	1,899,836.9	723.00				Average	
		ML-SB294	837	1,096,888.5	1,899,734.4	722.90				Average	
		ML-SB294	838	1,096,899.2	1,899,476.2	722.00				Average	
		ML-SB294	839	1,096,922.2	1,899,224.9	721.00				Average	Y
		ML-SB294	840	1,096,941.5	1,899,015.0	721.70				Average	
		ML-SB294	841	1,096,979.4	1,898,770.5	722.00				Average	Y
		ML-SB294	842	1,097,086.2	1,898,167.1	722.00				Average	
		ML-SB294	843	1,097,107.0	1,898,001.2	722.00				Average	
		ML-SB294	844	1,097,131.8	1,897,875.5	721.50				Average	
		ML-SB294	845	1,097,159.2	1,897,724.4	719.00					
ML-SB294-OL-02	24.0	ML-SB294	846	1,097,159.2	1,897,724.4	715.60				Average	Y

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	847	1,097,186.5	1,897,565.6	712.00				Average	
		ML-SB294	848	1,097,241.4	1,897,245.8	711.40				Average	
		ML-SB294	849	1,097,312.2	1,896,874.8	714.00				Average	Y
		ML-SB294	850	1,097,328.4	1,896,794.0	716.00				Average	
		ML-SB294	851	1,097,342.8	1,896,719.8	718.10				Average	
		ML-SB294	852	1,097,394.9	1,896,442.8	721.00				Average	
		ML-SB294	853	1,097,448.4	1,896,169.8	724.40				Average	
		ML-SB294	854	1,097,476.5	1,896,006.6	721.00				Average	
		ML-SB294	855	1,097,512.2	1,895,818.5	720.00				Average	
		ML-SB294	856	1,097,553.8	1,895,585.1	720.00				Average	
		ML-SB294	857	1,097,564.5	1,895,500.6	720.00				Average	Y
		ML-SB294	858	1,097,578.9	1,895,380.1	720.00				Average	Y
		ML-SB294	859	1,097,594.2	1,895,269.2	715.20				Average	Y
		ML-SB294	860	1,097,607.5	1,895,139.0	715.50				Average	Y
		ML-SB294	861	1,097,614.5	1,894,993.4	714.00				Average	
		ML-SB294	862	1,097,619.4	1,894,878.1	712.10				Average	
		ML-SB294	863	1,097,618.8	1,894,793.6	709.20				Average	
		ML-SB294	864	1,097,613.5	1,894,667.8	708.50				Average	
		ML-SB294	865	1,097,608.9	1,894,543.6	705.10				Average	
		ML-SB294	866	1,097,595.2	1,894,397.2	702.00				Average	
		ML-SB294	867	1,097,586.8	1,894,323.6	699.10				Average	
		ML-SB294	868	1,097,562.9	1,894,149.8	698.90				Average	
		ML-SB294	869	1,097,516.4	1,893,925.4	698.60				Average	
		ML-SB294	870	1,097,456.1	1,893,629.4	700.00				Average	Y
		ML-SB294	871	1,097,408.4	1,893,406.2	700.00				Average	
		ML-SB294	872	1,097,316.5	1,892,985.2	704.30				Average	
		ML-SB294	873	1,097,256.6	1,892,714.1	703.50				Average	Y
		ML-SB294	874	1,097,233.2	1,892,627.9	702.00				Average	
		ML-SB294	875	1,097,179.5	1,892,408.6	700.70				Average	
		ML-SB294	876	1,097,164.9	1,892,348.9	699.90				Average	
		ML-SB294	877	1,097,128.1	1,892,187.6	699.00				Average	
		ML-SB294	878	1,097,092.5	1,892,032.4	698.00				Average	
		ML-SB294	879	1,097,069.2	1,891,938.1	697.20				Average	
		ML-SB294	880	1,097,050.5	1,891,858.9	696.60				Average	
		ML-SB294	881	1,097,019.6	1,891,715.0	696.10				Average	
		ML-SB294	882	1,096,998.9	1,891,615.4	697.00				Average	
		ML-SB294	883	1,096,971.9	1,891,472.0	695.10				Average	
		ML-SB294	884	1,096,951.9	1,891,367.6	696.10					
ML-SB294-OL-01	24.0	ML-SB294	886	1,096,951.9	1,891,367.6	696.10				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	887	1,096,935.8	1,891,223.0	694.90				Average	
		ML-SB294	888	1,096,932.9	1,891,101.0	693.20				Average	
		ML-SB294	889	1,096,929.5	1,891,028.2	692.10				Average	
		ML-SB294	890	1,096,927.9	1,890,929.2	691.20				Average	
		ML-SB294	891	1,096,928.4	1,890,779.2	690.60				Average	
		ML-SB294	892	1,096,931.8	1,890,675.2	690.60				Average	
		ML-SB294	893	1,096,940.8	1,890,584.1	689.90				Average	
		ML-SB294	894	1,096,954.0	1,890,430.8	690.10				Average	
		ML-SB294	895	1,096,970.8	1,890,233.0	690.00				Average	
		ML-SB294	896	1,096,988.4	1,890,031.9	690.90				Average	
		ML-SB294	897	1,096,999.6	1,889,864.1	691.00				Average	
		ML-SB294	898	1,097,009.6	1,889,710.2	692.10				Average	
		ML-SB294	899	1,097,016.2	1,889,514.2	692.00				Average	
		ML-SB294	900	1,097,024.0	1,889,370.2	691.30				Average	
		ML-SB294	901	1,097,025.8	1,889,181.2	689.00				Average	
		ML-SB294	902	1,097,030.8	1,888,837.5	684.40				Average	
		ML-SB294	903	1,097,030.8	1,888,622.5	681.70				Average	
		ML-SB294	904	1,097,032.2	1,888,288.0	678.00				Average	
		ML-SB294	905	1,097,030.8	1,888,143.6	676.70				Average	
		ML-SB294	906	1,097,036.2	1,887,972.4	675.50				Average	
		ML-SB294	907	1,097,049.0	1,887,728.6	673.80				Average	
		ML-SB294	908	1,097,061.8	1,887,401.9	672.00					
ML-SB294-IL-10	24.0	ML-SB294	909	1,110,243.2	1,935,737.6	642.00				Average	
		ML-SB294	910	1,110,269.5	1,935,513.2	643.00				Average	
		ML-SB294	911	1,110,325.1	1,935,076.8	644.00					
ML-SB294-IL-09	24.0	ML-SB294	912	1,110,325.1	1,935,076.8	644.00				Average	
		ML-SB294	913	1,110,345.6	1,934,914.2	644.00				Average	
		ML-SB294	914	1,110,378.0	1,934,651.6	643.60				Average	
		ML-SB294	915	1,110,402.5	1,934,451.8	643.40				Average	
		ML-SB294	916	1,110,414.6	1,934,358.2	644.10				Average	
		ML-SB294	917	1,110,429.2	1,934,237.5	642.40				Average	
		ML-SB294	918	1,110,444.0	1,934,090.8	642.40				Average	
		ML-SB294	919	1,110,455.2	1,933,973.6	641.80				Average	
		ML-SB294	920	1,110,458.8	1,933,876.4	642.10				Average	
		ML-SB294	921	1,110,458.8	1,933,748.8	642.10				Average	
		ML-SB294	922	1,110,456.2	1,933,649.0	640.90				Average	
		ML-SB294	923	1,110,444.9	1,933,526.6	642.70				Average	
		ML-SB294	924	1,110,428.4	1,933,381.6	641.90				Average	
		ML-SB294	925	1,110,408.4	1,933,263.6	643.50				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	926	1,110,385.9	1,933,152.8	645.00					
ML-SB294-IL-08	24.0	ML-SB294	927	1,110,385.9	1,933,152.8	645.00				Average	
		ML-SB294	928	1,110,374.4	1,933,104.2	645.50				Average	
		ML-SB294	929	1,110,330.1	1,932,967.2	649.00				Average	
		ML-SB294	930	1,110,287.8	1,932,839.0	651.40				Average	
		ML-SB294	931	1,110,219.4	1,932,668.0	655.00				Average	
		ML-SB294	932	1,110,146.2	1,932,511.8	659.00				Average	
		ML-SB294	933	1,110,087.0	1,932,390.2	661.90				Average	
		ML-SB294	934	1,109,994.5	1,932,202.1	666.00				Average	
		ML-SB294	935	1,109,926.2	1,932,065.0	668.00				Average	Y
		ML-SB294	936	1,109,722.8	1,931,647.8	670.00				Average	
		ML-SB294	937	1,109,596.8	1,931,381.0	669.60				Average	
		ML-SB294	938	1,109,480.1	1,931,136.9	666.30				Average	
		ML-SB294	939	1,109,396.5	1,930,955.6	665.40				Average	
		ML-SB294	940	1,109,301.4	1,930,756.4	663.00				Average	
		ML-SB294	941	1,109,238.8	1,930,626.0	662.00				Average	
		ML-SB294	942	1,109,143.4	1,930,431.0	660.00				Average	Y
		ML-SB294	943	1,109,113.9	1,930,368.1	660.00				Average	
		ML-SB294	944	1,109,048.0	1,930,225.1	658.80				Average	
		ML-SB294	945	1,108,924.2	1,929,972.4	655.10				Average	
		ML-SB294	946	1,108,871.6	1,929,863.6	654.00				Average	
		ML-SB294	947	1,108,804.4	1,929,722.0	652.10				Average	
		ML-SB294	948	1,108,695.6	1,929,503.1	650.00				Average	
		ML-SB294	949	1,108,656.5	1,929,421.8	649.00				Average	
		ML-SB294	950	1,108,511.4	1,929,126.4	646.60				Average	
		ML-SB294	951	1,108,438.0	1,928,972.9	645.30				Average	
		ML-SB294	952	1,108,329.2	1,928,744.9	644.00				Average	
		ML-SB294	953	1,108,222.8	1,928,508.8	643.10					
ML-SB294-IL-07	30.0	ML-SB294	954	1,108,222.8	1,928,508.8	643.10				Average	
		ML-SB294	955	1,108,193.6	1,928,450.5	643.50				Average	
		ML-SB294	956	1,108,042.8	1,928,137.2	645.00				Average	
		ML-SB294	957	1,107,977.4	1,928,004.6	646.70				Average	
		ML-SB294	958	1,107,902.8	1,927,864.2	648.50				Average	
		ML-SB294	959	1,107,789.4	1,927,637.6	652.70				Average	
		ML-SB294	960	1,107,569.8	1,927,163.9	661.00				Average	Y
		ML-SB294	961	1,107,533.1	1,927,089.5	661.00				Average	
		ML-SB294	962	1,107,489.2	1,926,998.9	660.00				Average	
		ML-SB294	963	1,107,373.9	1,926,734.6	657.00					
ML-SB294-IL-06	30.0	ML-SB294	964	1,107,373.9	1,926,734.6	657.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	965	1,107,307.6	1,926,587.6	653.70				Average	
		ML-SB294	966	1,107,266.5	1,926,484.2	651.90				Average	
		ML-SB294	967	1,107,230.9	1,926,385.2	649.90				Average	
		ML-SB294	968	1,107,166.9	1,926,212.6	646.10				Average	
		ML-SB294	969	1,107,051.2	1,925,858.2	643.00				Average	
		ML-SB294	970	1,107,015.1	1,925,730.4	643.10				Average	
		ML-SB294	971	1,106,907.2	1,925,360.4	642.10				Average	
		ML-SB294	972	1,106,826.2	1,925,077.6	641.00				Average	
		ML-SB294	973	1,106,797.2	1,924,975.2	638.80				Average	
		ML-SB294	974	1,106,718.5	1,924,722.0	641.90				Average	
		ML-SB294	975	1,106,638.9	1,924,455.8	646.90				Average	
		ML-SB294	976	1,106,566.8	1,924,200.2	651.60				Average	
		ML-SB294	977	1,106,534.8	1,924,090.8	654.00				Average	
		ML-SB294	978	1,106,496.8	1,923,962.8	656.40				Average	
		ML-SB294	979	1,106,472.6	1,923,890.8	658.00				Average	
		ML-SB294	980	1,106,444.2	1,923,810.8	659.40				Average	
		ML-SB294	981	1,106,342.2	1,923,554.8	664.50					
ML-SB294-IL-05	30.0	ML-SB294	982	1,106,342.2	1,923,554.8	664.50				Average	
		ML-SB294	983	1,106,288.1	1,923,411.0	667.00				Average	
		ML-SB294	984	1,106,210.0	1,923,211.1	673.00				Average	Y
		ML-SB294	985	1,106,148.6	1,923,066.2	673.00				Average	Y
		ML-SB294	986	1,106,092.2	1,922,948.0	676.60				Average	Y
		ML-SB294	987	1,106,006.2	1,922,796.6	679.00				Average	Y
		ML-SB294	988	1,105,930.2	1,922,677.0	681.40				Average	Y
		ML-SB294	989	1,105,841.1	1,922,552.5	683.20				Average	Y
		ML-SB294	990	1,105,758.2	1,922,445.2	685.40				Average	Y
		ML-SB294	991	1,105,651.9	1,922,322.1	686.50				Average	Y
		ML-SB294	992	1,105,509.2	1,922,175.2	688.00				Average	Y
		ML-SB294	993	1,105,399.2	1,922,072.8	688.70				Average	Y
		ML-SB294	994	1,105,247.8	1,921,946.1	689.10				Average	Y
		ML-SB294	995	1,105,121.8	1,921,852.8	688.90				Average	Y
		ML-SB294	996	1,104,949.2	1,921,735.2	687.40				Average	Y
		ML-SB294	997	1,104,769.1	1,921,633.1	686.90				Average	Y
		ML-SB294	998	1,104,573.8	1,921,537.8	683.60				Average	Y
		ML-SB294	999	1,104,364.9	1,921,452.0	679.50				Average	Y
		ML-SB294	1000	1,104,239.6	1,921,410.6	679.50				Average	Y
		ML-SB294	1001	1,104,095.1	1,921,368.0	675.90				Average	Y
		ML-SB294	1002	1,103,824.0	1,921,300.9	673.00				Average	
		ML-SB294	1003	1,103,799.2	1,921,304.1	673.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	1004	1,103,555.0	1,921,242.1	669.10				Average	
		ML-SB294	1005	1,103,015.4	1,921,107.2	663.20				Average	
		ML-SB294	1006	1,102,423.8	1,920,959.2	656.00				Average	
		ML-SB294	1007	1,101,658.1	1,920,774.4	652.20				Average	
		ML-SB294	1008	1,101,285.2	1,920,686.9	652.30				Average	
		ML-SB294	1009	1,100,856.6	1,920,593.1	654.10				Average	
		ML-SB294	1010	1,100,809.2	1,920,582.8	654.30				Average	
		ML-SB294	1011	1,100,017.5	1,920,404.1	659.00				Average	
		ML-SB294	1012	1,099,740.4	1,920,339.5	662.70				Average	
		ML-SB294	1013	1,099,165.4	1,920,210.8	677.90				Average	
		ML-SB294	1014	1,098,796.8	1,920,115.0	689.30				Average	
		ML-SB294	1015	1,098,634.2	1,920,056.8	693.60				Average	
		ML-SB294	1016	1,098,501.4	1,920,002.5	696.90				Average	
		ML-SB294	1017	1,098,406.6	1,919,958.8	697.60				Average	
		ML-SB294	1018	1,098,302.8	1,919,904.8	696.00				Average	Y
		ML-SB294	1019	1,098,162.8	1,919,825.5	695.00				Average	
		ML-SB294	1020	1,098,067.0	1,919,764.0	700.10				Average	
		ML-SB294	1021	1,097,962.2	1,919,689.0	699.70				Average	
		ML-SB294	1022	1,097,827.9	1,919,585.8	698.00				Average	
		ML-SB294	1023	1,097,723.8	1,919,493.1	695.70				Average	
		ML-SB294	1024	1,097,640.4	1,919,416.0	693.10				Average	
		ML-SB294	1025	1,097,527.4	1,919,296.2	689.30				Average	
		ML-SB294	1026	1,097,427.9	1,919,180.6	686.90				Average	
		ML-SB294	1027	1,097,358.1	1,919,090.0	684.90				Average	
		ML-SB294	1028	1,097,242.5	1,918,919.8	682.30				Average	
		ML-SB294	1029	1,097,188.2	1,918,831.8	681.90				Average	
		ML-SB294	1030	1,097,100.2	1,918,676.5	682.00				Average	
		ML-SB294	1031	1,097,034.9	1,918,521.6	683.00				Average	
		ML-SB294	1032	1,096,994.1	1,918,426.1	684.00				Average	
		ML-SB294	1033	1,096,956.0	1,918,329.8	685.10				Average	
		ML-SB294	1034	1,096,919.5	1,918,216.1	687.10				Average	
		ML-SB294	1035	1,096,883.9	1,918,098.9	688.50				Average	
		ML-SB294	1036	1,096,857.0	1,917,969.5	688.80				Average	
		ML-SB294	1037	1,096,833.6	1,917,856.8	687.00				Average	Y
		ML-SB294	1038	1,096,823.1	1,917,782.9	687.00				Average	
		ML-SB294	1039	1,096,799.8	1,917,593.8	686.70				Average	
		ML-SB294	1040	1,096,791.9	1,917,437.4	683.60				Average	
		ML-SB294	1041	1,096,789.2	1,917,060.8	676.50				Average	
		ML-SB294	1042	1,096,789.2	1,916,540.8	667.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	1043	1,096,790.2	1,916,001.8	659.20				Average	
		ML-SB294	1044	1,096,790.2	1,915,489.5	659.20				Average	
		ML-SB294	1045	1,096,791.1	1,914,982.4	660.10				Average	
		ML-SB294	1046	1,096,790.0	1,914,492.8	661.70				Average	
		ML-SB294	1047	1,096,792.1	1,914,045.9	662.10				Average	
		ML-SB294	1048	1,096,791.1	1,913,789.8	662.20				Average	
		ML-SB294	1049	1,096,790.8	1,913,187.8	663.80				Average	
		ML-SB294	1050	1,096,791.6	1,912,738.1	664.70				Average	
		ML-SB294	1051	1,096,791.6	1,912,208.6	665.90				Average	
		ML-SB294	1052	1,096,792.5	1,911,686.9	667.00				Average	
		ML-SB294	1053	1,096,790.8	1,911,264.2	668.30				Average	
		ML-SB294	1054	1,096,793.2	1,910,913.5	671.00				Average	
		ML-SB294	1055	1,096,800.6	1,910,483.8	679.00				Average	
		ML-SB294	1056	1,096,790.6	1,909,790.2	693.00					
ML-SB294-IL-04	36.0	ML-SB294	1057	1,096,790.6	1,909,790.2	693.00				Average	
		ML-SB294	1058	1,096,790.2	1,909,286.4	698.00				Average	
		ML-SB294	1059	1,096,788.1	1,909,028.2	693.90				Average	Y
		ML-SB294	1060	1,096,790.8	1,908,732.8	693.90				Average	
		ML-SB294	1061	1,096,790.4	1,908,656.4	693.90				Average	
		ML-SB294	1062	1,096,784.4	1,908,252.2	688.60				Average	
		ML-SB294	1063	1,096,788.1	1,908,027.2	685.50				Average	
		ML-SB294	1064	1,096,788.4	1,907,633.8	684.80				Average	
		ML-SB294	1065	1,096,789.9	1,907,369.5	688.60				Average	
		ML-SB294	1066	1,096,784.9	1,906,979.6	696.10				Average	
		ML-SB294	1067	1,096,782.0	1,906,799.9	699.90				Average	
		ML-SB294	1068	1,096,785.0	1,906,393.1	705.00				Average	Y
		ML-SB294	1069	1,096,794.0	1,906,212.9	707.00				Average	
		ML-SB294	1070	1,096,796.5	1,906,136.8	709.70				Average	
		ML-SB294	1071	1,096,804.2	1,906,006.8	709.00				Average	
		ML-SB294	1072	1,096,818.0	1,905,864.0	708.00				Average	
		ML-SB294	1073	1,096,834.8	1,905,724.4	707.00				Average	
		ML-SB294	1074	1,096,853.0	1,905,619.2	700.00				Average	Y
		ML-SB294	1075	1,096,924.5	1,905,256.4	695.50				Average	
		ML-SB294	1076	1,096,946.9	1,905,149.0	698.10				Average	
		ML-SB294	1077	1,096,996.8	1,904,939.8	695.30				Average	
		ML-SB294	1078	1,097,049.2	1,904,707.8	692.00				Average	
		ML-SB294	1079	1,097,069.2	1,904,625.5	690.40				Average	
		ML-SB294	1080	1,097,104.1	1,904,489.2	688.50				Average	
		ML-SB294	1081	1,097,136.8	1,904,363.2	686.80				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-SB294	1082	1,097,164.8	1,904,248.9	685.00				Average	
		ML-SB294	1083	1,097,195.9	1,904,116.6	683.00				Average	
		ML-SB294	1084	1,097,228.2	1,903,951.9	680.20				Average	
		ML-SB294	1085	1,097,248.8	1,903,830.1	678.30				Average	
		ML-SB294	1086	1,097,268.8	1,903,690.6	676.00				Average	
		ML-SB294	1087	1,097,286.4	1,903,569.8	674.00				Average	
		ML-SB294	1088	1,097,294.8	1,903,477.0	672.90				Average	
		ML-SB294	1089	1,097,302.0	1,903,364.5	671.20				Average	
		ML-SB294	1090	1,097,306.2	1,903,259.2	670.50				Average	
		ML-SB294	1091	1,097,308.2	1,903,146.8	670.00				Average	
		ML-SB294	1092	1,097,300.8	1,903,030.1	669.90				Average	
		ML-SB294	1093	1,097,294.6	1,902,865.6	670.30				Average	
		ML-SB294	1094	1,097,284.4	1,902,718.5	672.90				Average	
		ML-SB294	1095	1,097,275.2	1,902,621.8	675.60				Average	
		ML-SB294	1096	1,097,268.6	1,902,552.8	675.10				Average	
		ML-SB294	1097	1,097,248.9	1,902,415.2	677.90				Average	
		ML-SB294	1098	1,097,225.8	1,902,252.8	681.40				Average	
		ML-SB294	1099	1,097,198.9	1,902,093.2	685.00				Average	
		ML-SB294	1100	1,097,168.6	1,901,935.4	688.00					
ML-SB294-IL-03	24.0	ML-SB294	1101	1,097,168.6	1,901,935.4	688.00				Average	
		ML-SB294	1102	1,097,129.5	1,901,765.0	692.00				Average	
		ML-SB294	1103	1,097,071.0	1,901,476.8	698.20				Average	
		ML-SB294	1104	1,097,011.4	1,901,140.6	706.10				Average	
		ML-SB294	1105	1,096,990.6	1,900,996.0	709.10				Average	
		ML-SB294	1106	1,096,972.2	1,900,876.2	711.70				Average	
		ML-SB294	1107	1,096,953.2	1,900,753.8	714.00				Average	
		ML-SB294	1108	1,096,936.8	1,900,534.2	718.90				Average	
		ML-SB294	1109	1,096,924.2	1,900,361.4	720.00				Average	Y
		ML-SB294	1110	1,096,907.8	1,899,966.5	720.00				Average	
		ML-SB294	1111	1,096,911.1	1,899,836.2	723.10				Average	
		ML-SB294	1112	1,096,914.6	1,899,733.9	722.50				Average	
		ML-SB294	1113	1,096,925.5	1,899,475.6	722.00				Average	
		ML-SB294	1114	1,096,948.5	1,899,196.1	722.00				Average	Y
		ML-SB294	1115	1,096,974.1	1,898,974.2	722.90				Average	
		ML-SB294	1116	1,097,013.9	1,898,717.4	722.00				Average	Y
		ML-SB294	1117	1,097,119.1	1,898,127.2	722.00				Average	
		ML-SB294	1118	1,097,140.6	1,898,000.2	721.60				Average	
		ML-SB294	1119	1,097,162.8	1,897,874.9	721.00				Average	
		ML-SB294	1120	1,097,191.5	1,897,712.2	719.00					

INPUT: ROADWAYS

Tri-State (4224)

ML-SB294-IL-02	24.0	ML-SB294	1121	1,097,191.5	1,897,712.2	716.00				Average	Y
		ML-SB294	1122	1,097,218.4	1,897,553.5	712.00				Average	
		ML-SB294	1123	1,097,270.2	1,897,248.6	711.90				Average	
		ML-SB294	1124	1,097,341.4	1,896,881.9	714.00				Average	Y
		ML-SB294	1125	1,097,357.6	1,896,801.6	716.20				Average	
		ML-SB294	1126	1,097,371.6	1,896,725.2	718.40				Average	
		ML-SB294	1127	1,097,425.9	1,896,448.2	721.40				Average	
		ML-SB294	1128	1,097,478.4	1,896,169.1	724.30				Average	
		ML-SB294	1129	1,097,507.8	1,896,006.1	721.00				Average	
		ML-SB294	1130	1,097,542.4	1,895,817.9	720.00				Average	
		ML-SB294	1131	1,097,579.8	1,895,596.1	720.00				Average	
		ML-SB294	1132	1,097,592.2	1,895,515.1	720.00				Average	Y
		ML-SB294	1133	1,097,605.9	1,895,400.2	720.00				Average	Y
		ML-SB294	1134	1,097,620.4	1,895,282.8	718.70				Average	Y
		ML-SB294	1135	1,097,630.2	1,895,167.5	718.00				Average	Y
		ML-SB294	1136	1,097,639.6	1,895,011.8	715.20				Average	
		ML-SB294	1137	1,097,646.5	1,894,877.4	713.20				Average	
		ML-SB294	1138	1,097,646.8	1,894,793.0	710.20				Average	
		ML-SB294	1139	1,097,640.5	1,894,667.0	709.10				Average	
		ML-SB294	1140	1,097,636.0	1,894,542.8	706.30				Average	
		ML-SB294	1141	1,097,622.2	1,894,396.8	702.20				Average	
		ML-SB294	1142	1,097,614.1	1,894,323.1	699.20				Average	
		ML-SB294	1143	1,097,589.9	1,894,149.1	699.00				Average	
		ML-SB294	1144	1,097,543.4	1,893,924.6	698.60				Average	
		ML-SB294	1145	1,097,486.4	1,893,651.8	700.00				Average	Y
		ML-SB294	1146	1,097,438.0	1,893,432.8	700.00				Average	
		ML-SB294	1147	1,097,342.8	1,892,984.8	705.00				Average	
		ML-SB294	1148	1,097,280.2	1,892,715.6	704.60				Average	Y
		ML-SB294	1149	1,097,260.9	1,892,629.4	702.20				Average	
		ML-SB294	1150	1,097,206.6	1,892,408.0	701.00				Average	
		ML-SB294	1151	1,097,191.9	1,892,348.2	700.10				Average	
		ML-SB294	1152	1,097,154.8	1,892,187.4	699.50				Average	
		ML-SB294	1153	1,097,118.2	1,892,031.8	698.00				Average	
		ML-SB294	1154	1,097,096.5	1,891,937.4	697.10				Average	
		ML-SB294	1155	1,097,076.1	1,891,854.8	695.60				Average	
		ML-SB294	1156	1,097,045.8	1,891,711.2	694.70				Average	
		ML-SB294	1157	1,097,029.0	1,891,614.8	697.00				Average	
		ML-SB294	1158	1,096,999.0	1,891,471.2	695.10				Average	
		ML-SB294	1159	1,096,979.0	1,891,366.9	694.70					

INPUT: ROADWAYS

Tri-State (4224)

ML-SB294-IL-01	24.0	ML-SB294	1161	1,096,979.0	1,891,366.9	694.70				Average	
		ML-SB294	1162	1,096,961.8	1,891,222.5	693.10				Average	
		ML-SB294	1163	1,096,959.0	1,891,100.4	692.50				Average	
		ML-SB294	1164	1,096,955.6	1,891,027.8	691.40				Average	
		ML-SB294	1165	1,096,954.0	1,890,928.8	690.50				Average	
		ML-SB294	1166	1,096,954.5	1,890,778.8	689.90				Average	
		ML-SB294	1167	1,096,957.9	1,890,674.8	689.90				Average	
		ML-SB294	1168	1,096,966.8	1,890,583.6	689.40				Average	
		ML-SB294	1169	1,096,980.1	1,890,430.2	690.00				Average	
		ML-SB294	1170	1,096,996.8	1,890,232.5	690.00				Average	
		ML-SB294	1171	1,097,014.5	1,890,031.2	691.00				Average	
		ML-SB294	1172	1,097,025.8	1,889,863.6	691.00				Average	
		ML-SB294	1173	1,097,035.8	1,889,709.8	692.00				Average	
		ML-SB294	1174	1,097,042.4	1,889,513.6	692.00				Average	
		ML-SB294	1175	1,097,050.2	1,889,369.8	691.60				Average	
		ML-SB294	1176	1,097,051.9	1,889,180.8	689.20				Average	
		ML-SB294	1177	1,097,056.8	1,888,836.9	684.60				Average	
		ML-SB294	1178	1,097,056.8	1,888,621.9	682.00				Average	
		ML-SB294	1179	1,097,058.4	1,888,287.5	678.00				Average	
		ML-SB294	1180	1,097,056.9	1,888,143.0	677.00				Average	
		ML-SB294	1181	1,097,062.4	1,887,971.9	675.70				Average	
		ML-SB294	1182	1,097,075.1	1,887,728.0	674.00				Average	
		ML-SB294	1183	1,097,087.9	1,887,401.2	672.00					
ML-EB290-IL-X01	24.0	ML-EB290	1184	1,095,559.6	1,908,969.6	684.40				Average	
		ML-EB290	1185	1,095,681.8	1,908,853.8	684.70				Average	Y
		ML-EB290	1186	1,095,835.0	1,908,691.2	685.90				Average	
		ML-EB290	1187	1,095,947.4	1,908,570.5	685.60				Average	
		ML-EB290	1188	1,096,101.2	1,908,370.5	683.50				Average	
		ML-EB290	1189	1,096,244.6	1,908,147.2	680.70				Average	
		ML-EB290	1190	1,096,339.1	1,907,977.6	678.00				Average	
		ML-EB290	1191	1,096,453.6	1,907,722.1	676.10				Average	
		ML-EB290	1192	1,096,519.8	1,907,514.0	674.00				Average	
		ML-EB290	1193	1,096,589.8	1,907,219.8	676.40				Average	
		ML-EB290	1194	1,096,618.6	1,906,995.9	681.30				Average	
		ML-EB290	1195	1,096,628.8	1,906,869.4	685.30					
ML-EB290-IL-X02	24.0	ML-EB290	1196	1,096,628.8	1,906,869.4	685.30				Average	
		ML-EB290	1197	1,096,631.4	1,906,240.1	698.60				Average	Y
		ML-EB290	1198	1,096,631.5	1,905,979.6	698.80				Average	
		ML-EB290	1199	1,096,631.6	1,905,641.1	694.30				Average	Y

INPUT: ROADWAYS

Tri-State (4224)

		ML-EB290	1200	1,096,631.8	1,905,415.4	692.00				Average	
		ML-EB290	1201	1,096,631.8	1,905,261.2	691.30				Average	
		ML-EB290	1202	1,096,631.9	1,904,734.0	677.50				Average	
		ML-EB290	1203	1,096,632.0	1,904,289.1	676.10				Average	
		ML-EB290	1204	1,096,632.1	1,903,923.1	677.80					
ML-EB290-IL-X03	24.0	ML-EB290	1205	1,096,632.1	1,903,923.1	677.80				Average	
		ML-EB290	1206	1,096,639.2	1,902,940.4	675.20					
ML-EB290-IL-X04	24.0	ML-EB290	1207	1,096,639.2	1,902,940.4	675.20				Average	
		ML-EB290	1208	1,096,641.0	1,902,444.2	676.00				Average	
		ML-EB290	1209	1,096,642.8	1,901,940.8	681.30				Average	
		ML-EB290	1210	1,096,643.6	1,901,673.9	686.00					
ML-EB290-IL-X05	24.0	ML-EB290	1211	1,096,643.6	1,901,673.9	686.00				Average	
		ML-EB290	1212	1,096,645.2	1,901,154.0	701.50				Average	
		ML-EB290	1213	1,096,645.8	1,901,002.9	706.00				Average	
		ML-EB290	1214	1,096,646.2	1,900,879.2	710.00				Average	
		ML-EB290	1215	1,096,646.6	1,900,752.9	713.10				Average	
		ML-EB290	1216	1,096,647.2	1,900,534.2	719.60				Average	
		ML-EB290	1217	1,096,647.9	1,900,377.9	717.40				Average	Y
		ML-EB290	1218	1,096,656.9	1,900,005.5	715.80				Average	
		ML-EB290	1219	1,096,654.2	1,899,626.5	714.60				Average	
		ML-EB290	1220	1,096,663.1	1,899,481.9	710.00				Average	
		ML-EB290	1221	1,096,673.5	1,899,316.2	705.00				Average	
		ML-EB290	1222	1,096,717.2	1,899,109.2	698.60				Average	
		ML-EB290	1223	1,096,779.0	1,898,925.5	692.90				Average	
		ML-EB290	1224	1,096,849.9	1,898,738.8	690.00				Average	
		ML-EB290	1225	1,096,946.8	1,898,578.2	689.10				Average	
		ML-EB290	1226	1,097,265.5	1,898,112.0	684.80				Average	
		ML-EB290	1227	1,097,381.1	1,897,976.8	683.10				Average	
		ML-EB290	1228	1,097,534.8	1,897,832.2	682.20				Average	
		ML-EB290	1229	1,097,824.8	1,897,631.4	682.00					
ML-EB290-IL-X06	24.0	ML-EB290	1230	1,097,824.8	1,897,631.4	682.00				Average	
		ML-EB290	1231	1,098,050.4	1,897,514.0	684.00				Average	
		ML-EB290	1232	1,098,259.4	1,897,401.8	686.90				Average	
		ML-EB290	1233	1,098,504.2	1,897,289.1	685.90				Average	Y
		ML-EB290	1234	1,098,646.1	1,897,224.1	685.90				Average	
		ML-EB290	1235	1,099,192.8	1,896,980.9	686.00				Average	
		ML-EB290	1236	1,099,623.1	1,896,783.6	684.20					
ML-EB290-OL-X01	12.0	ML-EB290	1237	1,095,541.4	1,908,961.8	683.80				Average	
		ML-EB290	1238	1,095,663.6	1,908,846.0	684.50				Average	Y

INPUT: ROADWAYS

Tri-State (4224)

		ML-EB290	1239	1,095,818.0	1,908,689.2	685.40				Average	
		ML-EB290	1240	1,095,929.1	1,908,562.8	684.90				Average	
		ML-EB290	1241	1,096,082.9	1,908,362.6	682.90				Average	
		ML-EB290	1242	1,096,226.2	1,908,139.4	680.10				Average	
		ML-EB290	1243	1,096,320.8	1,907,969.8	678.30				Average	
		ML-EB290	1244	1,096,435.4	1,907,714.2	676.00				Average	
		ML-EB290	1245	1,096,501.5	1,907,506.2	674.00				Average	
		ML-EB290	1246	1,096,571.6	1,907,211.9	676.20				Average	
		ML-EB290	1247	1,096,600.4	1,906,988.1	681.80				Average	
		ML-EB290	1248	1,096,610.4	1,906,861.5	685.10					
ML-EB290-OL-X02	12.0	ML-EB290	1249	1,096,610.4	1,906,861.5	685.10				Average	
		ML-EB290	1250	1,096,610.9	1,906,208.6	698.40				Average	Y
		ML-EB290	1251	1,096,611.1	1,905,960.2	698.60				Average	
		ML-EB290	1252	1,096,611.2	1,905,640.0	691.80				Average	Y
		ML-EB290	1253	1,096,611.5	1,905,413.2	692.00				Average	
		ML-EB290	1254	1,096,611.6	1,905,259.2	690.10				Average	
		ML-EB290	1255	1,096,612.0	1,904,734.0	676.60				Average	
		ML-EB290	1256	1,096,612.2	1,904,288.0	675.70				Average	
		ML-EB290	1257	1,096,612.6	1,903,919.1	677.50					
ML-EB290-OL-X03	12.0	ML-EB290	1258	1,096,612.6	1,903,919.1	677.50				Average	
		ML-EB290	1259	1,096,622.0	1,902,942.5	675.20					
ML-EB290-OL-X04	12.0	ML-EB290	1260	1,096,622.0	1,902,942.5	675.20				Average	
		ML-EB290	1261	1,096,623.6	1,902,444.2	676.10				Average	
		ML-EB290	1262	1,096,625.2	1,901,940.9	681.40				Average	
		ML-EB290	1263	1,096,626.1	1,901,673.9	686.00					
ML-EB290-OL-X05	12.0	ML-EB290	1264	1,096,626.1	1,901,673.9	686.00				Average	
		ML-EB290	1265	1,096,627.8	1,901,154.2	701.50				Average	
		ML-EB290	1266	1,096,628.2	1,901,003.1	706.10				Average	
		ML-EB290	1267	1,096,628.8	1,900,878.1	709.80				Average	
		ML-EB290	1268	1,096,629.1	1,900,753.1	713.00				Average	
		ML-EB290	1269	1,096,629.8	1,900,532.8	719.50				Average	
		ML-EB290	1270	1,096,629.2	1,900,379.2	716.70				Average	Y
		ML-EB290	1271	1,096,613.2	1,900,004.5	714.60					
RP-EB290 to Manheim	12.0	RP-EB290	1272	1,097,812.6	1,897,617.2	682.00				Average	
		RP-EB290	1273	1,098,033.6	1,897,491.0	684.70				Average	
		RP-EB290	1274	1,098,252.2	1,897,379.4	686.50				Average	
		RP-EB290	1275	1,098,471.6	1,897,275.6	685.90				Average	Y
		RP-EB290	1276	1,098,611.6	1,897,215.2	685.90				Average	
		RP-EB290	1277	1,099,183.6	1,896,966.6	686.60				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-EB290	1278	1,099,619.6	1,896,769.8	684.30					
ML-WB290-IL-X01	24.0	ML-WB29	1279	1,096,658.6	1,906,865.5	684.90				Average	
		ML-WB29	1280	1,096,648.5	1,906,995.0	680.90				Average	
		ML-WB29	1281	1,096,611.8	1,907,222.6	676.00				Average	
		ML-WB29	1282	1,096,537.9	1,907,522.2	674.00				Average	
		ML-WB29	1283	1,096,469.2	1,907,730.8	676.00				Average	
		ML-WB29	1284	1,096,350.1	1,907,983.5	678.00				Average	
		ML-WB29	1285	1,096,259.2	1,908,159.2	679.50				Average	
		ML-WB29	1286	1,096,128.0	1,908,383.8	682.50				Average	
		ML-WB29	1287	1,095,970.5	1,908,585.0	684.90				Average	
		ML-WB29	1288	1,095,880.0	1,908,693.4	685.60				Average	Y
		ML-WB29	1289	1,095,733.5	1,908,848.8	685.40				Average	
		ML-WB29	1290	1,095,583.1	1,908,987.8	683.90					
ML-WB290-IL-X02	24.0	ML-WB29	1291	1,096,667.8	1,903,925.6	678.00				Average	
		ML-WB29	1292	1,096,666.6	1,904,291.2	676.00				Average	
		ML-WB29	1293	1,096,665.2	1,904,732.9	677.90				Average	
		ML-WB29	1294	1,096,663.6	1,905,263.5	690.00				Average	
		ML-WB29	1295	1,096,663.1	1,905,416.5	692.00				Average	Y
		ML-WB29	1296	1,096,662.4	1,905,641.1	696.10				Average	
		ML-WB29	1297	1,096,661.2	1,905,998.8	698.80				Average	Y
		ML-WB29	1298	1,096,660.5	1,906,261.8	698.60				Average	
		ML-WB29	1299	1,096,658.6	1,906,865.5	684.90					
ML-WB290-IL-X03	24.0	ML-WB29	1300	1,096,671.9	1,902,939.2	675.30				Average	
		ML-WB29	1301	1,096,667.8	1,903,925.6	678.00					
ML-WB290-IL-X04	24.0	ML-WB29	1302	1,096,699.2	1,899,488.8	710.70				Average	
		ML-WB29	1303	1,096,689.5	1,899,628.2	715.00				Average	
		ML-WB29	1304	1,096,681.8	1,900,005.6	715.30				Average	Y
		ML-WB29	1305	1,096,680.5	1,900,379.2	717.80				Average	
		ML-WB29	1306	1,096,680.0	1,900,536.8	719.40				Average	
		ML-WB29	1307	1,096,679.2	1,900,755.6	713.10				Average	
		ML-WB29	1308	1,096,678.8	1,900,880.6	709.90				Average	
		ML-WB29	1309	1,096,678.4	1,901,005.6	706.00				Average	
		ML-WB29	1310	1,096,677.9	1,901,151.4	702.00				Average	
		ML-WB29	1311	1,096,676.1	1,901,672.4	686.00				Average	
		ML-WB29	1312	1,096,675.2	1,901,939.4	681.30				Average	
		ML-WB29	1313	1,096,673.6	1,902,443.2	676.00				Average	
		ML-WB29	1314	1,096,671.9	1,902,939.2	675.30					
ML-WB290-IL-X05	24.0	ML-WB29	1315	1,099,642.8	1,896,945.4	682.30				Average	
		ML-WB29	1316	1,099,197.5	1,897,035.5	686.10				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-WB29	1317	1,098,684.8	1,897,246.0	685.90				Average	Y
		ML-WB29	1318	1,098,555.2	1,897,307.5	685.90				Average	
		ML-WB29	1319	1,098,278.5	1,897,437.9	686.80				Average	
		ML-WB29	1320	1,097,952.9	1,897,604.1	684.00				Average	
		ML-WB29	1321	1,097,580.2	1,897,854.1	682.60				Average	
		ML-WB29	1322	1,097,418.1	1,898,007.2	684.00				Average	
		ML-WB29	1323	1,097,291.2	1,898,135.9	685.20				Average	
		ML-WB29	1324	1,096,972.9	1,898,593.4	689.80				Average	
		ML-WB29	1325	1,096,888.9	1,898,745.4	690.70				Average	
		ML-WB29	1326	1,096,817.8	1,898,923.1	692.70				Average	
		ML-WB29	1327	1,096,759.0	1,899,115.8	698.60				Average	
		ML-WB29	1328	1,096,714.8	1,899,320.9	705.60				Average	
		ML-WB29	1382	1,096,699.2	1,899,488.8	710.70					
ML-WB290-OL-X01	12.0	ML-WB29	1329	1,096,674.2	1,906,865.5	684.90				Average	
		ML-WB29	1330	1,096,664.2	1,906,996.4	681.00				Average	
		ML-WB29	1331	1,096,635.1	1,907,226.2	676.00				Average	
		ML-WB29	1332	1,096,558.1	1,907,532.1	673.50				Average	
		ML-WB29	1333	1,096,485.2	1,907,738.8	676.00				Average	
		ML-WB29	1334	1,096,368.8	1,907,993.8	678.00				Average	
		ML-WB29	1335	1,096,278.2	1,908,167.2	680.20				Average	
		ML-WB29	1336	1,096,145.2	1,908,392.2	683.00				Average	
		ML-WB29	1337	1,095,985.8	1,908,594.8	685.20				Average	
		ML-WB29	1338	1,095,906.2	1,908,692.9	686.20				Average	Y
		ML-WB29	1339	1,095,754.8	1,908,851.2	685.80				Average	
		ML-WB29	1340	1,095,603.9	1,909,004.8	684.50					
ML-WB290-OL-X02	12.0	ML-WB29	1341	1,096,685.1	1,903,928.2	678.00				Average	
		ML-WB29	1342	1,096,683.8	1,904,292.4	676.10				Average	
		ML-WB29	1343	1,096,682.1	1,904,732.9	677.70				Average	
		ML-WB29	1344	1,096,680.1	1,905,264.6	687.90				Average	
		ML-WB29	1345	1,096,679.6	1,905,413.8	692.00				Average	Y
		ML-WB29	1346	1,096,678.8	1,905,638.8	695.10				Average	
		ML-WB29	1347	1,096,677.4	1,906,012.8	698.60				Average	Y
		ML-WB29	1348	1,096,676.4	1,906,279.2	698.40				Average	
		ML-WB29	1369	1,096,674.2	1,906,865.5	684.90					
ML-WB290-OL-X03	12.0	ML-WB29	1349	1,096,694.8	1,902,939.2	675.30				Average	
		ML-WB29	1350	1,096,685.1	1,903,928.2	678.00					
ML-WB290-OL-X04	12.0	ML-WB29	1351	1,096,720.2	1,899,491.8	710.20				Average	
		ML-WB29	1352	1,096,709.5	1,899,628.9	714.90				Average	
		ML-WB29	1353	1,096,700.0	1,900,006.2	715.20				Average	Y

INPUT: ROADWAYS

Tri-State (4224)

		ML-WB29	1354	1,096,699.2	1,900,374.2	717.60				Average	
		ML-WB29	1372	1,096,699.0	1,900,537.5	719.40				Average	
		ML-WB29	1373	1,096,698.6	1,900,758.0	713.10				Average	
		ML-WB29	1374	1,096,698.4	1,900,874.2	709.90				Average	
		ML-WB29	1375	1,096,698.2	1,901,004.5	706.00				Average	
		ML-WB29	1376	1,096,697.9	1,901,146.9	702.00				Average	
		ML-WB29	1377	1,096,697.0	1,901,673.2	686.00				Average	
		ML-WB29	1378	1,096,696.5	1,901,938.9	681.30				Average	
		ML-WB29	1379	1,096,695.6	1,902,444.1	676.00				Average	
		ML-WB29	1380	1,096,694.8	1,902,939.2	675.30					
ML-EB88	24.0	ML-EB88-	1383	1,095,781.2	1,893,113.5	695.60				Average	
		ML-EB88-	1384	1,095,915.1	1,893,316.8	695.00				Average	
		ML-EB88-	1385	1,096,087.9	1,893,580.8	694.70				Average	
		ML-EB88-	1386	1,096,193.1	1,893,745.4	694.90				Average	
		ML-EB88-	1387	1,096,300.2	1,893,914.2	695.20				Average	
		ML-EB88-	1388	1,096,400.8	1,894,066.4	695.70				Average	
		ML-EB88-	1389	1,096,517.1	1,894,234.1	695.60				Average	
		ML-EB88-	1390	1,096,668.0	1,894,435.5	696.00				Average	
		ML-EB88-	1391	1,096,824.6	1,894,616.2	696.80				Average	
		ML-EB88-	1392	1,097,023.8	1,894,811.0	697.50				Average	
		ML-EB88-	1393	1,097,277.4	1,895,007.5	700.20				Average	
		ML-EB88-	1394	1,097,490.2	1,895,155.4	701.00				Average	Y
		ML-EB88-	1395	1,097,746.5	1,895,327.5	701.00				Average	
		ML-EB88-	1396	1,097,932.9	1,895,451.6	701.00				Average	
		ML-EB88-	1397	1,098,165.2	1,895,604.8	701.00				Average	
		ML-EB88-	1398	1,098,462.9	1,895,812.1	694.90				Average	
		ML-EB88-	1399	1,098,753.5	1,896,008.8	689.00				Average	
		ML-EB88-	1400	1,098,981.5	1,896,163.4	684.00				Average	
		ML-EB88-	1401	1,099,237.4	1,896,333.2	678.50				Average	
		ML-EB88-	1402	1,099,435.5	1,896,449.2	673.20				Average	
		ML-EB88-	1403	1,099,687.2	1,896,570.6	666.90				Average	
		ML-EB88-	1404	1,100,018.2	1,896,699.4	664.60					
ML-WB88	24.0	ML-WB88	1405	1,099,988.4	1,896,728.1	663.70				Average	
		ML-WB88	1406	1,099,668.8	1,896,604.0	667.60				Average	
		ML-WB88	1407	1,099,419.2	1,896,488.4	672.90				Average	
		ML-WB88	1408	1,099,218.4	1,896,384.5	677.80				Average	
		ML-WB88	1409	1,098,958.5	1,896,226.0	683.70				Average	
		ML-WB88	1410	1,098,733.8	1,896,076.8	688.10				Average	
		ML-WB88	1411	1,098,425.2	1,895,867.5	694.80				Average	

INPUT: ROADWAYS

Tri-State (4224)

		ML-WB88	1412	1,098,126.6	1,895,669.6	700.90				Average	
		ML-WB88	1413	1,097,748.0	1,895,418.1	701.00				Average	Y
		ML-WB88	1414	1,097,493.8	1,895,245.2	701.00				Average	
		ML-WB88	1415	1,097,233.0	1,895,068.2	701.00				Average	
		ML-WB88	1416	1,096,988.1	1,894,873.2	700.50				Average	
		ML-WB88	1417	1,096,775.2	1,894,658.6	698.30				Average	
		ML-WB88	1418	1,096,620.4	1,894,474.8	697.50				Average	
		ML-WB88	1419	1,096,462.9	1,894,258.8	696.60				Average	
		ML-WB88	1420	1,096,357.2	1,894,084.6	695.60				Average	
		ML-WB88	1421	1,096,254.0	1,893,925.9	695.60				Average	
		ML-WB88	1422	1,096,151.2	1,893,763.9	695.20				Average	
		ML-WB88	1423	1,096,048.4	1,893,600.8	695.80				Average	
		ML-WB88	1424	1,095,878.1	1,893,326.2	695.60				Average	
		ML-WB88	1425	1,095,744.8	1,893,116.8	696.10					
ML-EB Roosevelt	24.0	ML-EB Ro	1426	1,095,825.0	1,892,489.8	675.60				Average	
		ML-EB Ro	1427	1,096,195.6	1,892,496.2	673.80				Average	
		ML-EB Ro	1428	1,096,434.8	1,892,517.6	675.20				Average	
		ML-EB Ro	1429	1,096,751.8	1,892,566.5	677.80				Average	
		ML-EB Ro	1430	1,097,168.4	1,892,635.9	684.20				Average	
		ML-EB Ro	1431	1,097,403.6	1,892,656.5	682.10				Average	
		ML-EB Ro	1432	1,097,811.8	1,892,681.8	683.00				Average	
		ML-EB Ro	1433	1,098,310.9	1,892,708.9	681.60					
ML-WB Roosevelt	24.0	ML-WB Ro	1434	1,098,310.0	1,892,743.1	681.40				Average	
		ML-WB Ro	1435	1,097,810.2	1,892,713.8	683.10				Average	
		ML-WB Ro	1436	1,097,403.4	1,892,690.0	682.50				Average	
		ML-WB Ro	1437	1,097,184.8	1,892,673.0	684.50				Average	
		ML-WB Ro	1438	1,096,751.1	1,892,645.2	685.40				Average	
		ML-WB Ro	1439	1,096,557.0	1,892,634.4	679.70				Average	Y
		ML-WB Ro	1440	1,096,162.5	1,892,610.6	693.40				Average	
		ML-WB Ro	1441	1,095,810.0	1,892,584.8	686.80					
ML-EB Butterfield	20.0	ML-EB Bu	1442	1,096,688.8	1,896,614.6	700.00				Average	
		ML-EB Bu	1443	1,098,001.2	1,897,046.2	681.20				Average	
		ML-EB Bu	1444	1,098,961.1	1,897,377.8	677.70					
ML-WB Butterfield	20.0	ML-WB Bu	1445	1,098,949.1	1,897,411.5	677.90				Average	
		ML-WB Bu	1446	1,097,988.2	1,897,081.8	681.50				Average	
		ML-WB Bu	1447	1,096,686.1	1,896,632.2	699.70					
ML- EB/WB Electric Ave	20.0	ML- EB/W	1448	1,097,787.2	1,899,997.0	687.70				Average	
		ML- EB/W	1449	1,096,290.8	1,900,158.1	700.30					
DS-CNlineBlock3	50.0	DS-CNline	1450	1,096,299.4	1,897,974.8	693.10				Average	

INPUT: ROADWAYS

Tri-State (4224)

		DS-CNline	1451	1,097,064.4	1,897,660.8	690.70				Average	
		DS-CNline	1452	1,097,806.4	1,897,383.6	689.50				Average	
		DS-CNline	1453	1,098,244.4	1,897,227.8	673.40					
ML-EB Lake St	20.0	ML-EB La	1454	1,095,905.5	1,908,755.8	667.10				Average	
		ML-EB La	1455	1,096,282.4	1,908,816.6	665.50				Average	
		ML-EB La	1456	1,096,670.9	1,908,808.2	663.10				Average	
		ML-EB La	1457	1,097,167.5	1,908,728.9	670.00				Average	
		ML-EB La	1458	1,097,794.8	1,908,550.0	654.60					
ML-WB North Ave	24.0	ML-WB No	1459	1,097,843.0	1,908,966.6	653.20				Average	
		ML-WB No	1460	1,096,999.4	1,908,931.8	656.90				Average	
		ML-WB No	1461	1,096,387.5	1,908,913.0	664.00				Average	
		ML-WB No	1462	1,095,840.4	1,908,816.9	666.30					
ML-EB North Ave	20.0	ML-EB No	1463	1,095,884.8	1,908,776.5	666.60				Average	
		ML-EB No	1464	1,096,389.2	1,908,861.5	664.00				Average	
		ML-EB No	1465	1,096,998.8	1,908,889.8	654.30				Average	
		ML-EB No	1466	1,097,826.1	1,908,908.0	653.10					
ML-EB St. Charles	20.0	ML-EB St.	1467	1,095,796.9	1,902,702.8	682.70				Average	
		ML-EB St.	1468	1,096,544.4	1,902,678.8	694.50				Average	Y
		ML-EB St.	1469	1,096,776.5	1,902,672.5	695.50				Average	
		ML-EB St.	1470	1,097,198.6	1,902,657.5	690.00				Average	Y
		ML-EB St.	1471	1,097,429.2	1,902,649.1	688.70				Average	
		ML-EB St.	1472	1,098,002.9	1,902,632.2	677.90					
ML-WB St. Charles	20.0	ML-WB St	1473	1,098,007.2	1,902,663.8	676.90				Average	
		ML-WB St	1474	1,097,430.6	1,902,674.1	687.60				Average	Y
		ML-WB St	1475	1,097,200.0	1,902,683.9	690.00				Average	
		ML-WB St	1476	1,096,771.8	1,902,697.4	694.50				Average	Y
		ML-WB St	1477	1,096,546.6	1,902,702.8	694.50				Average	
		ML-WB St	1478	1,095,792.6	1,902,726.6	682.70					
DS-Upspur	50.0	DS-Upspu	1479	1,096,188.1	1,905,790.0	681.00				Average	
		DS-Upspu	1480	1,096,333.9	1,905,865.8	690.80				Average	
		DS-Upspu	1481	1,096,593.1	1,906,056.4	678.70				Average	
		DS-Upspu	1482	1,096,735.5	1,906,211.5	678.50				Average	
		DS-Upspu	1483	1,096,920.8	1,906,532.6	678.80				Average	
		DS-Upspu	1484	1,097,077.9	1,906,929.9	676.00					
DS-Upyard	50.0	DS-Upyar	1485	1,096,218.6	1,905,561.8	670.80				Average	
		DS-Upyar	1486	1,096,589.8	1,905,477.5	670.20				Average	
		DS-Upyar	1487	1,096,713.2	1,905,444.8	669.60				Average	
		DS-Upyar	1488	1,096,866.9	1,905,404.2	669.40				Average	
		DS-Upyar	1489	1,097,048.6	1,905,354.2	668.10				Average	

INPUT: ROADWAYS

Tri-State (4224)

		DS-Upyarc	1490	1,097,690.4	1,905,129.8	666.10					
ML-NB Manheim	30.0	ML-NB Ma	1491	1,106,194.6	1,921,861.6	648.00				Average	
		ML-NB Ma	1492	1,106,179.1	1,922,178.1	648.00				Average	
		ML-NB Ma	1493	1,106,165.4	1,922,459.0	658.30				Average	
		ML-NB Ma	1494	1,106,151.8	1,922,735.1	649.00				Average	
		ML-NB Ma	1495	1,106,127.9	1,923,230.0	645.00				Average	
		ML-NB Ma	1496	1,106,095.4	1,923,976.5	641.00				Average	
		ML-NB Ma	1497	1,106,038.0	1,925,293.4	641.70					
ML-SB Manheim	30.0	ML-SB Ma	1498	1,105,989.8	1,925,290.5	641.70				Average	
		ML-SB Ma	1499	1,106,044.8	1,923,972.9	641.20				Average	
		ML-SB Ma	1500	1,106,076.0	1,923,222.9	642.80				Average	
		ML-SB Ma	1501	1,106,103.4	1,922,725.6	648.80				Average	
		ML-SB Ma	1502	1,106,118.6	1,922,456.6	657.80				Average	
		ML-SB Ma	1503	1,106,134.2	1,922,178.4	648.00				Average	
		ML-SB Ma	1504	1,106,152.0	1,921,865.9	648.00					
ML-EB/WB Grand Ave	50.0	ML-EB/WB	1505	1,098,224.9	1,917,777.4	652.00				Average	
		ML-EB/WB	1506	1,096,941.2	1,917,819.2	669.20				Average	
		ML-EB/WB	1507	1,096,746.9	1,917,825.5	670.20				Average	
		ML-EB/WB	1508	1,096,170.2	1,917,844.2	658.00					
DS-UPline	50.0	DS-UPline	1509	1,098,197.5	1,920,574.2	671.10				Average	
		DS-UPline	1510	1,098,265.2	1,919,033.2	669.60					
ML-WB Irving Park	20.0	ML-WB Irv	1511	1,108,751.9	1,926,939.6	635.20				Average	
		ML-WB Irv	1512	1,108,017.6	1,927,069.8	636.70				Average	
		ML-WB Irv	1513	1,107,446.6	1,927,170.4	644.80				Average	
		ML-WB Irv	1514	1,106,951.5	1,927,255.0	643.00				Average	
		ML-WB Irv	1515	1,106,916.4	1,927,265.6	643.00				Average	
		ML-WB Irv	1516	1,106,429.4	1,927,457.8	642.20					
ML-EB Irving Park	20.0	ML-EB Irv	1517	1,106,397.2	1,927,397.5	642.50				Average	
		ML-EB Irv	1518	1,106,774.1	1,927,259.5	643.40				Average	
		ML-EB Irv	1519	1,107,090.9	1,927,200.8	642.40				Average	
		ML-EB Irv	1520	1,107,360.1	1,927,152.4	640.90				Average	
		ML-EB Irv	1521	1,107,842.2	1,927,069.1	637.10				Average	
		ML-EB Irv	1522	1,108,751.9	1,926,913.5	635.00					
ML-EB/WB Lawrence	40.0	ML-EB/WB	1523	1,109,938.8	1,930,424.9	630.20				Average	
		ML-EB/WB	1524	1,109,268.0	1,930,403.8	642.70				Average	
		ML-EB/WB	1525	1,108,996.9	1,930,396.4	645.60				Average	
		ML-EB/WB	1526	1,108,479.4	1,930,378.4	642.80					
DS-CNlineblock8	50.0	DS-CNline	1527	1,109,549.5	1,932,853.6	641.90				Average	
		DS-CNline	1528	1,110,115.8	1,930,792.0	640.00					

INPUT: ROADWAYS

Tri-State (4224)

ML-WB Balmoral	24.0	ML-WB Ba	1529	1,111,222.2	1,934,498.0	638.00				Average	
		ML-WB Ba	1530	1,110,613.5	1,934,455.9	662.00				Average	Y
		ML-WB Ba	1531	1,110,267.9	1,934,423.8	662.00				Average	
		ML-WB Ba	1532	1,109,692.2	1,934,364.8	654.80					
ML-EB Balmoral	24.0	ML-EB Ba	1533	1,109,701.6	1,934,329.1	656.10				Average	
		ML-EB Ba	1534	1,110,272.4	1,934,387.6	662.00				Average	Y
		ML-EB Ba	1535	1,110,611.9	1,934,419.4	662.00				Average	
		ML-EB Ba	1536	1,111,231.8	1,934,462.2	637.50					
[1a] TL-NB294 near Cermak	24.0	TL-NB294	1537	1,097,189.4	1,887,404.8	674.70				Average	
		TL-NB294	1538	1,097,180.0	1,887,839.6	673.90				Average	
		TL-NB294	1539	1,097,193.9	1,888,154.4	676.20				Average	
		TL-NB294	1540	1,097,236.6	1,888,529.9	679.20				Average	
		TL-NB294	1541	1,097,280.2	1,888,928.5	682.70				Average	
		TL-NB294	1542	1,097,258.9	1,889,358.6	690.30				Average	
		TL-NB294	1543	1,097,248.8	1,889,619.1	688.20				Average	
		TL-NB294	1544	1,097,181.2	1,889,993.8	688.30				Average	
		TL-NB294	1545	1,097,140.4	1,890,233.4	688.30				Average	
		TL-NB294	1546	1,097,112.8	1,890,435.1	688.90				Average	
		TL-NB294	1547	1,097,102.8	1,890,590.6	688.00				Average	
		TL-NB294	1548	1,097,096.4	1,890,677.2	686.50				Average	
		TL-NB294	1549	1,097,094.4	1,890,778.6	686.20				Average	
		TL-NB294	1550	1,097,092.6	1,890,925.8	687.20				Average	
		TL-NB294	1551	1,097,086.2	1,891,027.2	688.30				Average	
		TL-NB294	1552	1,097,085.8	1,891,106.6	689.30				Average	
		TL-NB294	1553	1,097,090.8	1,891,222.9	690.40				Average	
		TL-NB294	1554	1,097,101.8	1,891,368.4	692.30				Average	
		TL-NB294	1555	1,097,114.2	1,891,466.8	693.40				Average	
		TL-NB294	1556	1,097,138.6	1,891,613.8	695.90				Average	
		TL-NB294	1557	1,097,158.9	1,891,710.4	697.40					
[1b] TL-SB294 near Cermak	24.0	TL-SB294	1558	1,096,929.8	1,891,362.5	697.00				Average	
		TL-SB294	1559	1,096,911.5	1,891,222.8	695.60				Average	
		TL-SB294	1560	1,096,903.5	1,891,097.6	694.20				Average	
		TL-SB294	1561	1,096,897.9	1,891,027.1	694.00				Average	
		TL-SB294	1562	1,096,893.5	1,890,924.4	693.00				Average	
		TL-SB294	1563	1,096,896.1	1,890,777.0	692.00				Average	
		TL-SB294	1564	1,096,894.0	1,890,674.8	691.10				Average	
		TL-SB294	1565	1,096,890.4	1,890,584.6	689.60				Average	
		TL-SB294	1566	1,096,891.4	1,890,430.8	689.30				Average	
		TL-SB294	1567	1,096,891.0	1,890,231.9	689.50				Average	

INPUT: ROADWAYS

Tri-State (4224)

		TL-SB294	1568	1,096,875.6	1,890,028.8	689.00				Average	
		TL-SB294	1569	1,096,865.0	1,889,857.9	688.30				Average	
		TL-SB294	1570	1,096,871.2	1,889,698.1	688.30				Average	
		TL-SB294	1571	1,096,878.5	1,889,512.8	689.00				Average	
		TL-SB294	1572	1,096,885.2	1,889,344.8	690.10				Average	
		TL-SB294	1573	1,096,899.9	1,889,173.1	687.00				Average	
		TL-SB294	1574	1,096,935.2	1,888,830.2	682.10				Average	
		TL-SB294	1575	1,096,956.4	1,888,611.5	682.00				Average	
		TL-SB294	1576	1,096,978.6	1,888,282.4	678.20				Average	
		TL-SB294	1577	1,096,987.2	1,888,143.5	676.00				Average	
		TL-SB294	1578	1,096,996.8	1,887,969.2	674.20				Average	
		TL-SB294	1579	1,097,010.1	1,887,725.2	672.90				Average	
		TL-SB294	1580	1,097,028.2	1,887,395.2	672.60					
[2a] RP-NB294/EB88 to WB290	24.0	RP-NB294	1581	1,097,786.9	1,894,882.4	713.30				Average	
		RP-NB294	1582	1,097,783.9	1,895,059.5	710.20				Average	
		RP-NB294	1583	1,097,783.9	1,895,145.4	722.00				Average	
		RP-NB294	1584	1,097,786.5	1,895,274.2	726.50				Average	Y
		RP-NB294	1585	1,097,786.5	1,895,399.2	726.50				Average	Y
		RP-NB294	1586	1,097,789.1	1,895,573.8	724.00				Average	Y
		RP-NB294	1587	1,097,786.5	1,895,663.8	718.60				Average	
		RP-NB294	1588	1,097,767.0	1,895,909.8	713.00				Average	
		RP-NB294	1589	1,097,712.2	1,896,114.2	708.50				Average	
		RP-NB294	1590	1,097,652.4	1,896,340.8	708.50				Average	
		RP-NB294	1591	1,097,617.2	1,896,476.2	709.80				Average	
		RP-NB294	1592	1,097,576.8	1,896,628.5	711.00				Average	
		RP-NB294	1593	1,097,548.0	1,896,759.1	711.00				Average	
		RP-NB294	1594	1,097,528.9	1,896,854.2	716.00				Average	Y
		RP-NB294	1595	1,097,510.0	1,896,945.2	714.00				Average	
		RP-NB294	1596	1,097,443.8	1,897,264.4	713.60				Average	
		RP-NB294	1597	1,097,400.8	1,897,497.4	717.00				Average	Y
		RP-NB294	1598	1,097,382.5	1,897,652.2	719.00				Average	
		RP-NB294	1599	1,097,366.0	1,897,876.2	721.30				Average	Y
		RP-NB294	1600	1,097,339.9	1,898,169.8	712.90				Average	
		RP-NB294	1601	1,097,306.9	1,898,452.8	707.00				Average	
		RP-NB294	1602	1,097,263.5	1,898,640.2	703.50				Average	
		RP-NB294	1603	1,097,176.8	1,898,822.5	702.00				Average	
		RP-NB294	1604	1,096,909.4	1,899,183.6	695.00				Average	
		RP-NB294	1605	1,096,800.0	1,899,385.0	700.00				Average	
		RP-NB294	1606	1,096,758.2	1,899,520.4	710.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-NB294	1607	1,096,732.2	1,899,744.4	713.00					
[2b] RP-NB294 to WB290/EB88	20.0	RP-NB294	1608	1,097,429.8	1,892,970.8	699.00				Average	
		RP-NB294	1609	1,097,569.1	1,893,549.1	722.00				Average	Y
		RP-NB294	1610	1,097,623.8	1,893,775.6	723.20				Average	
		RP-NB294	1611	1,097,660.2	1,893,922.8	721.50				Average	
		RP-NB294	1612	1,097,709.8	1,894,145.4	721.80				Average	
		RP-NB294	1613	1,097,753.2	1,894,320.9	721.80				Average	
		RP-NB294	1614	1,097,765.8	1,894,395.4	721.70				Average	
		RP-NB294	1615	1,097,778.8	1,894,536.1	720.00				Average	
		RP-NB294	1616	1,097,786.5	1,894,668.9	720.00				Average	
		RP-NB294	1617	1,097,788.6	1,894,795.2	717.60				Average	
		RP-NB294	1618	1,097,786.9	1,894,882.4	713.30					
[2c] RP-NB294 to WB Roosevelt	12.0	RP-NB294	1619	1,097,158.9	1,891,710.4	697.40				Average	
		RP-NB294	1620	1,097,192.2	1,891,861.9	698.90				Average	
		RP-NB294	1621	1,097,210.8	1,891,938.0	699.80				Average	
		RP-NB294	1622	1,097,234.4	1,892,034.1	700.70				Average	
		RP-NB294	1623	1,097,268.2	1,892,183.6	702.00				Average	
		RP-NB294	1624	1,097,304.9	1,892,349.8	702.00				Average	
		RP-NB294	1625	1,097,317.8	1,892,408.8	700.40				Average	
		RP-NB294	1626	1,097,369.5	1,892,632.8	700.00				Average	Y
		RP-NB294	1627	1,097,390.2	1,892,718.9	700.00				Average	
		RP-NB294	1628	1,097,413.2	1,892,810.4	698.80				Average	
		RP-NB294	1629	1,097,445.1	1,892,900.6	697.50				Average	
		RP-NB294	1630	1,097,501.0	1,892,998.2	695.20				Average	
		RP-NB294	1631	1,097,577.1	1,893,041.6	692.90				Average	
		RP-NB294	1632	1,097,657.8	1,893,035.2	690.70				Average	
		RP-NB294	1633	1,097,737.5	1,892,983.1	686.80				Average	
		RP-NB294	1634	1,097,764.9	1,892,908.9	685.70				Average	
		RP-NB294	1635	1,097,755.9	1,892,823.2	683.70				Average	
		RP-NB294	1636	1,097,695.8	1,892,747.1	683.10				Average	
		RP-NB294	1637	1,097,596.0	1,892,725.8	681.80				Average	
		RP-NB294	1638	1,097,402.9	1,892,707.1	684.90					
[2d] RP-NB294 to EB Roosevelt	20.0	RP-NB294	1639	1,097,181.6	1,891,706.2	696.40				Average	
		RP-NB294	1640	1,097,221.9	1,891,855.9	697.40				Average	
		RP-NB294	1641	1,097,244.8	1,891,941.2	696.50				Average	
		RP-NB294	1642	1,097,268.2	1,892,031.1	697.40				Average	
		RP-NB294	1643	1,097,308.5	1,892,177.8	696.70				Average	
		RP-NB294	1644	1,097,360.1	1,892,347.8	689.00				Average	
		RP-NB294	1645	1,097,415.8	1,892,515.8	685.30				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-NB294	1646	1,097,501.1	1,892,609.5	681.70				Average	
		RP-NB294	1647	1,097,813.9	1,892,663.2	682.90					
[2e] RP-EB Roosevelt to SB294	12.0	RP-EB Ro	1648	1,095,820.6	1,892,474.5	675.70				Average	
		RP-EB Ro	1649	1,096,063.9	1,892,470.6	676.10				Average	
		RP-EB Ro	1650	1,096,348.9	1,892,487.2	675.40				Average	
		RP-EB Ro	1651	1,096,583.9	1,892,520.0	676.20				Average	
		RP-EB Ro	1652	1,096,743.8	1,892,544.8	677.00				Average	
		RP-EB Ro	1653	1,096,861.5	1,892,522.1	678.60				Average	
		RP-EB Ro	1654	1,096,974.2	1,892,444.9	681.50				Average	
		RP-EB Ro	1655	1,097,037.6	1,892,335.9	686.40				Average	
		RP-EB Ro	1656	1,097,049.0	1,892,189.8	693.90				Average	
		RP-EB Ro	1657	1,097,029.0	1,892,036.9	696.50				Average	
		RP-EB Ro	1658	1,097,013.8	1,891,949.4	696.60				Average	
		RP-EB Ro	1659	1,096,998.8	1,891,862.0	698.00				Average	
		RP-EB Ro	1660	1,096,974.6	1,891,715.5	696.90				Average	
		RP-EB Ro	1661	1,096,959.4	1,891,622.9	697.30				Average	
		RP-EB Ro	1662	1,096,933.6	1,891,471.0	696.90				Average	
		RP-EB Ro	1663	1,096,914.9	1,891,371.6	697.00					
[2f] RP-WB Roosevelt to SB294	12.0	RP-WB R	1664	1,097,186.8	1,892,689.4	684.50				Average	
		RP-WB R	1665	1,097,015.0	1,892,687.8	679.90				Average	
		RP-WB R	1666	1,096,928.2	1,892,745.5	679.80				Average	
		RP-WB R	1667	1,096,890.0	1,892,827.0	683.00				Average	
		RP-WB R	1668	1,096,917.6	1,892,928.1	685.90				Average	
		RP-WB R	1669	1,096,996.6	1,892,986.5	688.40				Average	
		RP-WB R	1670	1,097,084.8	1,892,991.0	691.10				Average	
		RP-WB R	1671	1,097,174.8	1,892,938.8	694.00				Average	
		RP-WB R	1672	1,097,219.6	1,892,829.4	699.00				Average	
		RP-WB R	1673	1,097,212.4	1,892,708.4	702.50				Average	Y
		RP-WB R	1674	1,097,200.2	1,892,619.9	702.00				Average	
		RP-WB R	1675	1,097,160.8	1,892,414.6	700.00				Average	
		RP-WB R	1676	1,097,145.8	1,892,350.4	699.50				Average	
		RP-WB R	1677	1,097,107.6	1,892,187.1	699.00				Average	
		RP-WB R	1678	1,097,070.8	1,892,034.4	698.00				Average	
		RP-WB R	1679	1,097,048.2	1,891,939.2	697.00				Average	
		RP-WB R	1680	1,097,028.6	1,891,864.0	698.60				Average	
		RP-WB R	1681	1,096,997.8	1,891,711.2	697.40				Average	
		RP-WB R	1682	1,096,978.9	1,891,618.1	697.30				Average	
		RP-WB R	1683	1,096,950.2	1,891,471.1	697.00				Average	
		RP-WB R	1684	1,096,929.8	1,891,362.5	697.00					

INPUT: ROADWAYS

Tri-State (4224)

[2g] RP-EB Roosevelt to EB88	20.0	RP-EB Ro	1685	1,095,819.1	1,892,509.2	675.40				Average
		RP-EB Ro	1686	1,096,056.2	1,892,514.4	692.60				Average
		RP-EB Ro	1687	1,096,264.1	1,892,556.8	670.90				Average
		RP-EB Ro	1688	1,096,462.2	1,892,672.4	669.20				Average
		RP-EB Ro	1689	1,096,689.1	1,892,859.2	672.20				Average
		RP-EB Ro	1690	1,096,922.8	1,893,067.9	675.10				Average
		RP-EB Ro	1691	1,097,206.2	1,893,314.9	675.80				Average
		RP-EB Ro	1692	1,097,377.1	1,893,463.6	676.70				Average
		RP-EB Ro	1693	1,097,657.1	1,893,768.4	681.80				Average
		RP-EB Ro	1694	1,097,757.4	1,893,956.8	688.80				Average
		RP-EB Ro	1695	1,097,828.4	1,894,179.1	697.40				Average
		RP-EB Ro	1696	1,097,848.9	1,894,516.5	714.20				Average
		RP-EB Ro	1697	1,097,850.5	1,894,671.2	718.10				
[2h] RP-NB294 to EB88	12.0	RP-NB294	1698	1,097,850.5	1,894,671.2	718.10				Average
		RP-NB294	1699	1,097,872.0	1,894,950.6	715.50				Average
		RP-NB294	1700	1,098,006.2	1,895,313.6	705.30				Average
		RP-NB294	1701	1,098,206.2	1,895,575.0	699.80				Average
		RP-NB294	1702	1,098,483.1	1,895,795.5	694.90				Average
		RP-NB294	1703	1,098,765.2	1,895,993.6	689.00				Average
		RP-NB294	1704	1,098,994.2	1,896,150.0	684.00				Average
		RP-NB294	1705	1,099,245.8	1,896,310.9	678.50				Average
		RP-NB294	1706	1,099,439.2	1,896,416.6	673.20				Average
		RP-NB294	1707	1,099,702.2	1,896,509.6	666.90				Average
		RP-NB294	1708	1,100,048.2	1,896,560.1	664.60				
[2i] RP-EB88 to NB294/WB290	24.0	RP-EB88	1709	1,095,810.0	1,893,108.2	696.10				Average
		RP-EB88	1710	1,095,936.9	1,893,312.8	695.30				Average
		RP-EB88	1711	1,096,104.6	1,893,571.1	694.90				Average
		RP-EB88	1712	1,096,216.1	1,893,736.9	695.00				Average
		RP-EB88	1713	1,096,329.9	1,893,903.8	695.40				Average
		RP-EB88	1714	1,096,444.6	1,894,052.1	695.10				Average
		RP-EB88	1715	1,096,573.9	1,894,191.8	694.20				Average
		RP-EB88	1716	1,096,757.8	1,894,358.8	695.70				Average
		RP-EB88	1717	1,096,935.6	1,894,514.4	695.20				Average
		RP-EB88	1718	1,097,139.2	1,894,687.8	691.70				Average
		RP-EB88	1719	1,097,313.1	1,894,843.4	683.30				Average
		RP-EB88	1720	1,097,435.6	1,894,995.9	681.90				Average
		RP-EB88	1721	1,097,511.8	1,895,118.0	679.00				Average
		RP-EB88	1722	1,097,564.8	1,895,247.2	685.70				Average
		RP-EB88	1723	1,097,648.6	1,895,451.1	685.00				Average

INPUT: ROADWAYS

Tri-State (4224)

		RP-EB88	1724	1,097,707.2	1,895,696.9	690.90				Average	
		RP-EB88	1725	1,097,698.1	1,895,894.8	699.00				Average	
		RP-EB88	1726	1,097,647.8	1,896,094.9	705.30				Average	
		RP-EB88	1727	1,097,588.2	1,896,336.2	711.00				Average	
		RP-EB88	1728	1,097,529.4	1,896,603.1	711.90				Average	
		RP-EB88	1729	1,097,482.8	1,896,845.8	716.00				Average	Y
		RP-EB88	1730	1,097,466.9	1,896,926.8	714.00				Average	
		RP-EB88	1731	1,097,403.2	1,897,251.2	712.00				Average	
		RP-EB88	1732	1,097,350.8	1,897,506.2	712.00				Average	Y
		RP-EB88	1733	1,097,316.1	1,897,669.0	716.00					
[2j] RP-WB88 to SB294	12.0	RP-WB88	1734	1,097,507.2	1,894,675.4	686.80				Average	
		RP-WB88	1735	1,097,522.0	1,894,553.9	693.00				Average	
		RP-WB88	1736	1,097,530.4	1,894,362.8	699.50				Average	
		RP-WB88	1737	1,097,529.1	1,894,238.2	703.80				Average	
		RP-WB88	1738	1,097,529.9	1,894,147.8	702.80				Average	
		RP-WB88	1739	1,097,493.2	1,893,927.1	699.90				Average	
		RP-WB88	1740	1,097,428.9	1,893,600.8	699.00				Average	Y
		RP-WB88	1741	1,097,384.4	1,893,393.8	699.20				Average	
		RP-WB88	1742	1,097,295.6	1,892,982.9	704.00				Average	
		RP-WB88	1743	1,097,237.1	1,892,712.5	700.00					
[2k] RP-SB294/EB290 to WB88	24.0	RP-SB294	1744	1,097,077.2	1,897,869.4	720.60				Average	
		RP-SB294	1745	1,097,098.6	1,897,748.5	719.00				Average	Y
		RP-SB294	1746	1,097,128.1	1,897,588.8	716.00				Average	
		RP-SB294	1747	1,097,188.2	1,897,243.2	715.70				Average	
		RP-SB294	1748	1,097,260.0	1,896,857.0	714.00				Average	Y
		RP-SB294	1749	1,097,274.9	1,896,773.6	716.00				Average	
		RP-SB294	1750	1,097,286.1	1,896,706.8	712.50				Average	
		RP-SB294	1751	1,097,335.9	1,896,435.6	713.00				Average	
		RP-SB294	1752	1,097,385.9	1,896,160.8	716.00				Average	
		RP-SB294	1753	1,097,412.1	1,896,002.8	717.00				Average	
		RP-SB294	1754	1,097,424.9	1,895,800.8	716.40				Average	
		RP-SB294	1755	1,097,395.4	1,895,611.2	715.00				Average	
		RP-SB294	1756	1,097,335.9	1,895,450.8	710.90				Average	
		RP-SB294	1757	1,097,269.8	1,895,311.8	708.70				Average	
		RP-SB294	1758	1,097,193.6	1,895,187.2	705.60				Average	
		RP-SB294	1759	1,097,075.1	1,895,022.1	703.60				Average	
		RP-SB294	1760	1,096,961.9	1,894,908.4	700.50				Average	
		RP-SB294	1761	1,096,753.5	1,894,675.6	698.30				Average	
		RP-SB294	1762	1,096,598.8	1,894,496.2	697.50				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-SB294	1763	1,096,439.1	1,894,274.1	696.60				Average	
		RP-SB294	1764	1,096,328.4	1,894,101.2	695.60				Average	
		RP-SB294	1765	1,096,225.6	1,893,932.1	695.60				Average	
		RP-SB294	1766	1,096,131.6	1,893,775.5	695.20				Average	
		RP-SB294	1767	1,096,032.2	1,893,610.2	695.80				Average	
		RP-SB294	1768	1,095,860.8	1,893,330.8	695.60				Average	
		RP-SB294	1769	1,095,726.5	1,893,127.5	696.10					
[2L] RP-WB88 to WB Roosevelt/SB294	24.0	RP-WB88	1770	1,098,949.2	1,896,242.4	682.80				Average	
		RP-WB88	1771	1,098,715.9	1,896,109.9	687.00				Average	
		RP-WB88	1772	1,098,462.6	1,895,993.2	689.80				Average	
		RP-WB88	1773	1,098,251.4	1,895,907.5	692.00				Average	
		RP-WB88	1774	1,098,068.2	1,895,818.6	691.90				Average	
		RP-WB88	1775	1,097,882.9	1,895,670.6	689.30				Average	
		RP-WB88	1776	1,097,733.8	1,895,474.2	685.20				Average	
		RP-WB88	1777	1,097,569.1	1,895,104.8	679.10				Average	
		RP-WB88	1778	1,097,507.2	1,894,675.4	686.80					
[2m] RP-WB88 to WB Roosevelt	20.0	RP-WB88	1779	1,097,507.2	1,894,675.4	686.80				Average	
		RP-WB88	1780	1,097,495.9	1,894,556.5	691.00				Average	
		RP-WB88	1781	1,097,471.5	1,894,358.8	694.50				Average	
		RP-WB88	1782	1,097,429.2	1,894,143.9	695.80				Average	
		RP-WB88	1783	1,097,261.8	1,893,673.8	689.70				Average	
		RP-WB88	1784	1,097,110.9	1,893,411.5	682.80				Average	
		RP-WB88	1785	1,096,917.8	1,893,176.8	677.20				Average	
		RP-WB88	1786	1,096,699.8	1,892,982.0	679.70				Average	
		RP-WB88	1787	1,096,448.8	1,892,825.6	686.40				Average	
		RP-WB88	1788	1,096,198.6	1,892,708.6	690.00				Average	
		RP-WB88	1789	1,096,017.8	1,892,650.4	690.60				Average	
		RP-WB88	1790	1,095,808.8	1,892,612.2	686.00					
[3a] RP-EB290 to WB88/SB294	24.0	RP-EB290	1791	1,096,613.2	1,900,004.5	714.60				Average	
		RP-EB290	1792	1,096,608.1	1,899,624.2	710.40				Average	
		RP-EB290	1793	1,096,616.8	1,899,477.6	710.40				Average	
		RP-EB290	1794	1,096,640.2	1,899,307.5	713.50				Average	
		RP-EB290	1795	1,096,675.8	1,899,098.2	713.50				Average	
		RP-EB290	1796	1,096,693.1	1,899,034.0	716.10				Average	Y
		RP-EB290	1797	1,096,734.8	1,898,913.4	716.10				Average	Y
		RP-EB290	1798	1,096,809.4	1,898,729.2	720.10					
[3an] RP-EB290 to WB88	12.0	RP-EB290	1799	1,096,809.4	1,898,729.2	720.10				Average	Y
		RP-EB290	1800	1,096,871.8	1,898,551.4	720.10				Average	Y
		RP-EB290	1801	1,096,952.2	1,898,345.1	724.20				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-EB290	1802	1,097,014.8	1,898,173.6	724.20				Average	
		RP-EB290	1803	1,097,044.0	1,898,076.4	720.60				Average	
		RP-EB290	1804	1,097,070.4	1,897,962.5	720.60				Average	
		RP-EB290	1805	1,097,077.2	1,897,869.4	720.60					
[3ac] RP-EB290 to SB294	12.0	RP-EB290	1806	1,096,809.4	1,898,729.2	720.10				Average	Y
		RP-EB290	1807	1,096,898.0	1,898,555.8	720.10				Average	Y
		RP-EB290	1808	1,096,988.5	1,898,351.4	724.20				Average	Y
		RP-EB290	1809	1,097,034.8	1,898,235.2	724.20				Average	
		RP-EB290	1810	1,097,054.1	1,898,174.9	722.00				Average	
		RP-EB290	1811	1,097,083.2	1,898,080.6	722.00				Average	
		RP-EB290	1812	1,097,107.0	1,898,001.2	722.00					
[3b] RP-SB294 to WB88/EB290	24.0	RP-SB294	1813	1,097,020.1	1,901,482.5	696.50				Average	
		RP-SB294	1814	1,096,953.4	1,901,145.0	706.30				Average	
		RP-SB294	1815	1,096,927.8	1,901,001.2	709.90				Average	
		RP-SB294	1816	1,096,907.6	1,900,879.0	712.30				Average	
		RP-SB294	1817	1,096,888.1	1,900,754.0	714.90				Average	
		RP-SB294	1818	1,096,863.8	1,900,533.9	719.50				Average	
		RP-SB294	1819	1,096,849.9	1,900,369.2	720.00				Average	Y
		RP-SB294	1820	1,096,837.4	1,899,970.0	720.00				Average	
		RP-SB294	1821	1,096,825.6	1,899,837.2	721.90				Average	
		RP-SB294	1822	1,096,803.4	1,899,742.2	723.00				Average	
		RP-SB294	1823	1,096,786.1	1,899,694.2	725.10				Average	Y
		RP-SB294	1824	1,096,702.8	1,899,508.9	728.00				Average	Y
		RP-SB294	1825	1,096,598.6	1,899,276.9	731.00					
[3ba] RP-SB294 to EB290	12.0	RP-SB294	1826	1,096,598.6	1,899,276.9	731.00				Average	Y
		RP-SB294	1827	1,096,585.9	1,899,189.8	730.00				Average	Y
		RP-SB294	1828	1,096,571.6	1,899,064.8	723.00				Average	Y
		RP-SB294	1829	1,096,582.0	1,898,925.5	716.20				Average	
		RP-SB294	1830	1,096,627.6	1,898,786.2	711.00				Average	
		RP-SB294	1831	1,096,695.2	1,898,667.8	707.00				Average	
		RP-SB294	1832	1,096,768.2	1,898,579.2	702.00				Average	
		RP-SB294	1833	1,096,860.8	1,898,486.8	699.00				Average	
		RP-SB294	1834	1,096,962.0	1,898,373.9	696.20				Average	
		RP-SB294	1835	1,097,070.5	1,898,262.8	692.50				Average	
		RP-SB294	1836	1,097,170.2	1,898,156.0	689.90				Average	
		RP-SB294	1837	1,097,240.6	1,898,084.8	685.60				Average	
		RP-SB294	1838	1,097,366.5	1,897,955.5	683.10				Average	
		RP-SB294	1839	1,097,520.1	1,897,817.4	682.20				Average	
		RP-SB294	1840	1,097,812.6	1,897,617.2	682.00					

INPUT: ROADWAYS

Tri-State (4224)

[3bb] RP-SB294 to WB88	12.0	RP-SB294	1841	1,096,598.6	1,899,276.9	731.00				Average	Y
		RP-SB294	1842	1,096,561.8	1,899,190.1	736.10				Average	Y
		RP-SB294	1843	1,096,543.8	1,899,061.6	734.00				Average	Y
		RP-SB294	1844	1,096,543.0	1,898,924.1	733.00				Average	
		RP-SB294	1845	1,096,570.1	1,898,775.5	732.00				Average	
		RP-SB294	1846	1,096,620.8	1,898,639.4	731.30				Average	
		RP-SB294	1847	1,096,674.9	1,898,534.6	729.00				Average	
		RP-SB294	1848	1,096,754.8	1,898,426.2	725.00				Average	
		RP-SB294	1849	1,096,840.2	1,898,304.8	722.00				Average	
		RP-SB294	1850	1,096,916.6	1,898,201.2	720.20				Average	
		RP-SB294	1851	1,096,997.2	1,898,067.2	720.50				Average	
		RP-SB294	1852	1,097,077.0	1,897,870.2	720.60					
[3d] RP-WB290 to NB294	12.0	RP-WB29	1853	1,099,653.1	1,896,969.8	682.00				Average	
		RP-WB29	1854	1,099,197.2	1,897,066.6	685.90				Average	
		RP-WB29	1855	1,098,709.8	1,897,262.8	685.90				Average	Y
		RP-WB29	1856	1,098,593.2	1,897,317.9	685.90				Average	
		RP-WB29	1857	1,098,294.8	1,897,461.8	685.60				Average	
		RP-WB29	1858	1,098,060.6	1,897,586.5	681.00				Average	
		RP-WB29	1859	1,097,795.8	1,897,763.4	681.60				Average	
		RP-WB29	1860	1,097,663.9	1,897,903.2	679.80				Average	
		RP-WB29	1861	1,097,582.2	1,898,041.2	681.20				Average	
		RP-WB29	1862	1,097,525.0	1,898,188.8	685.30				Average	
		RP-WB29	1863	1,097,424.2	1,898,470.0	691.00				Average	
		RP-WB29	1864	1,097,351.4	1,898,679.2	699.50				Average	
		RP-WB29	1865	1,097,287.2	1,898,856.2	708.20				Average	
		RP-WB29	1866	1,097,226.4	1,899,023.8	712.00				Average	
		RP-WB29	1867	1,097,163.9	1,899,212.2	718.60				Average	
		RP-WB29	1868	1,097,088.4	1,899,483.0	722.00				Average	
		RP-WB29	1869	1,097,052.8	1,899,741.8	722.50				Average	
		RP-WB29	1870	1,097,046.8	1,899,844.1	723.10				Average	
		RP-WB29	1871	1,097,034.6	1,899,963.5	720.00				Average	Y
		RP-WB29	1872	1,097,039.0	1,900,355.5	720.00				Average	
		RP-WB29	1873	1,097,050.6	1,900,536.8	718.90				Average	
		RP-WB29	1874	1,097,068.6	1,900,753.2	714.00				Average	
		RP-WB29	1875	1,097,084.8	1,900,873.9	711.70				Average	
		RP-WB29	1876	1,097,097.1	1,900,992.5	709.10				Average	
		RP-WB29	1877	1,097,118.2	1,901,140.8	706.10				Average	
		RP-WB29	1878	1,097,187.2	1,901,472.2	697.80					
[4a] RP-WB Lake St to WB290	12.0	RP-WB La	1879	1,097,805.2	1,908,572.1	657.50				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-WB La	1880	1,096,976.4	1,908,849.4	672.50				Average	Y
		RP-WB La	1881	1,096,643.2	1,908,960.4	671.00				Average	
		RP-WB La	1882	1,095,950.2	1,909,205.4	669.10					
[4c] RP-WB290 to WB North Ave	20.0	RP-WB290	1883	1,095,929.6	1,908,693.6	686.50				Average	Y
		RP-WB290	1884	1,095,775.0	1,908,854.6	685.40				Average	
		RP-WB290	1885	1,095,708.2	1,908,924.8	684.90				Average	
		RP-WB290	1886	1,095,677.8	1,909,010.6	682.10				Average	
		RP-WB290	1887	1,095,686.8	1,909,095.6	679.50				Average	
		RP-WB290	1888	1,095,752.2	1,909,168.4	676.00				Average	
		RP-WB290	1889	1,095,843.9	1,909,192.6	672.70				Average	
		RP-WB290	1890	1,095,931.9	1,909,167.6	669.50				Average	
		RP-WB290	1891	1,095,988.4	1,909,103.0	666.50				Average	
		RP-WB290	1892	1,096,019.1	1,909,016.8	665.90				Average	
		RP-WB290	1893	1,095,994.9	1,908,931.8	664.40				Average	
		RP-WB290	1894	1,095,931.2	1,908,874.4	664.60				Average	
		RP-WB290	1895	1,095,820.9	1,908,840.2	665.40					
[4d] RP-SB294 to WB290	12.0	RP-SB294	1896	1,096,729.9	1,909,284.6	694.90				Average	
		RP-SB294	1897	1,096,723.8	1,909,026.1	693.90				Average	Y
		RP-SB294	1898	1,096,725.8	1,908,744.1	693.90				Average	
		RP-SB294	1899	1,096,722.8	1,908,655.8	693.00				Average	
		RP-SB294	1900	1,096,702.4	1,908,468.1	689.00				Average	
		RP-SB294	1901	1,096,664.9	1,908,344.9	686.60				Average	
		RP-SB294	1902	1,096,551.4	1,908,237.1	684.00				Average	Y
		RP-SB294	1903	1,096,401.2	1,908,211.2	683.00				Average	
		RP-SB294	1904	1,096,248.6	1,908,292.4	682.00				Average	
		RP-SB294	1905	1,096,165.2	1,908,399.0	683.50				Average	
		RP-SB294	1906	1,096,042.8	1,908,557.8	685.40				Average	
		RP-SB294	1907	1,095,929.6	1,908,693.6	686.50					
[4e] RP-WB290 to EB Lake St	12.0	RP-WB290	1908	1,096,696.8	1,906,858.0	685.90				Average	
		RP-WB290	1909	1,096,689.8	1,907,069.8	680.60				Average	
		RP-WB290	1910	1,096,669.6	1,907,288.8	675.50				Average	
		RP-WB290	1911	1,096,644.8	1,907,580.5	670.00				Average	
		RP-WB290	1912	1,096,623.5	1,907,780.4	667.30				Average	
		RP-WB290	1913	1,096,554.8	1,907,985.0	664.00				Average	
		RP-WB290	1914	1,096,481.2	1,908,169.1	663.90				Average	
		RP-WB290	1915	1,096,366.2	1,908,437.9	662.80				Average	
		RP-WB290	1916	1,096,336.5	1,908,573.4	662.60				Average	
		RP-WB290	1917	1,096,380.0	1,908,704.6	662.10				Average	
		RP-WB290	1918	1,096,490.9	1,908,788.5	662.00					

INPUT: ROADWAYS

Tri-State (4224)

[4b] RP-WB North Ave to WB290	12.0	RP-WB No	1919	1,096,387.5	1,908,913.0	664.00				Average	
		RP-WB No	1920	1,096,243.8	1,908,968.8	665.50				Average	
		RP-WB No	1921	1,095,950.2	1,909,205.4	669.10					
[4g] RP-EB North Ave/Lake St to NB294	12.0	RP-EB No	1922	1,097,167.5	1,908,708.9	670.00				Average	
		RP-EB No	1923	1,097,155.2	1,908,022.5	671.70				Average	
		RP-EB No	1924	1,097,155.8	1,907,828.1	674.90				Average	
		RP-EB No	1925	1,097,112.8	1,907,751.9	676.00				Average	
		RP-EB No	1926	1,097,008.8	1,907,732.8	677.90				Average	
		RP-EB No	1927	1,096,931.6	1,907,782.1	681.50				Average	
		RP-EB No	1928	1,096,903.9	1,907,923.6	683.40				Average	
		RP-EB No	1929	1,096,894.4	1,908,031.4	685.10				Average	
		RP-EB No	1930	1,096,895.8	1,908,254.8	688.10				Average	
		RP-EB No	1931	1,096,896.2	1,908,655.8	693.40				Average	
		RP-EB No	1932	1,096,897.6	1,908,720.8	694.00				Average	Y
		RP-EB No	1933	1,096,898.9	1,909,032.6	694.00				Average	
		RP-EB No	1934	1,096,897.8	1,909,285.6	695.10					
[4h] RP-EB North Ave to EB290	12.0	RP-EB No	1935	1,095,501.5	1,908,507.4	673.90				Average	
		RP-EB No	1936	1,095,719.6	1,908,425.1	675.50				Average	
		RP-EB No	1937	1,095,927.6	1,908,297.2	676.20				Average	
		RP-EB No	1938	1,096,112.4	1,908,129.0	677.40				Average	
		RP-EB No	1939	1,096,261.1	1,907,930.8	676.90				Average	
		RP-EB No	1940	1,096,382.8	1,907,706.0	674.30				Average	
		RP-EB No	1941	1,096,472.2	1,907,502.0	672.50				Average	
		RP-EB No	1942	1,096,543.1	1,907,211.2	675.50				Average	
		RP-EB No	1943	1,096,583.2	1,906,988.4	681.10				Average	
		RP-EB No	1944	1,096,593.1	1,906,862.4	685.00					
[4s] RP-EB St. Charles to EB290	12.0	RP-EB St.	1945	1,095,806.2	1,902,685.0	682.40				Average	
		RP-EB St.	1946	1,095,941.2	1,902,662.5	682.40				Average	
		RP-EB St.	1947	1,096,024.2	1,902,637.2	682.70				Average	
		RP-EB St.	1948	1,096,113.9	1,902,566.2	682.80				Average	
		RP-EB St.	1949	1,096,312.1	1,902,294.0	684.00				Average	
		RP-EB St.	1950	1,096,446.4	1,902,186.6	681.80				Average	
		RP-EB St.	1951	1,096,537.8	1,902,079.6	681.10				Average	
		RP-EB St.	1952	1,096,596.5	1,901,939.8	680.90				Average	
		RP-EB St.	1953	1,096,605.8	1,901,671.2	686.50					
[4u] RP-EB290 to EB St. Charles	12.0	RP-EB290	1954	1,096,594.8	1,902,438.5	674.50				Average	
		RP-EB290	1955	1,096,534.8	1,902,344.8	673.10				Average	
		RP-EB290	1956	1,096,464.8	1,902,303.0	675.60				Average	
		RP-EB290	1957	1,096,352.9	1,902,317.0	678.50				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-EB290	1958	1,096,271.0	1,902,395.8	683.10				Average
		RP-EB290	1959	1,096,261.2	1,902,501.4	686.20				Average
		RP-EB290	1960	1,096,312.2	1,902,591.6	688.80				Average
		RP-EB290	1961	1,096,403.2	1,902,644.2	691.10				Average
		RP-EB290	1962	1,096,551.8	1,902,654.8	694.20				
[4v] RP-EB290 to WB St. Charles	12.0	RP-EB290	1963	1,096,589.2	1,903,924.2	676.80				Average
		RP-EB290	1964	1,096,581.5	1,903,496.5	677.90				Average
		RP-EB290	1965	1,096,542.9	1,903,375.0	676.80				Average
		RP-EB290	1966	1,096,451.5	1,903,250.8	678.00				Average
		RP-EB290	1967	1,096,283.5	1,903,130.9	679.30				Average
		RP-EB290	1968	1,096,168.2	1,902,995.4	680.60				Average
		RP-EB290	1969	1,096,101.0	1,902,823.9	682.80				Average
		RP-EB290	1970	1,095,994.8	1,902,752.4	682.70				Average
		RP-EB290	1971	1,095,799.4	1,902,750.1	682.90				
[4w] RP-WB St. Charles to EB290	12.0	RP-WB St	1972	1,096,544.0	1,902,722.4	694.20				Average
		RP-WB St	1973	1,096,393.2	1,902,732.2	690.50				Average
		RP-WB St	1974	1,096,284.6	1,902,783.0	687.00				Average
		RP-WB St	1975	1,096,229.1	1,902,884.8	683.40				Average
		RP-WB St	1976	1,096,242.8	1,902,993.2	681.50				Average
		RP-WB St	1977	1,096,310.0	1,903,064.6	679.50				Average
		RP-WB St	1978	1,096,406.6	1,903,087.5	676.40				Average
		RP-WB St	1979	1,096,512.8	1,903,047.2	674.80				Average
		RP-WB St	1980	1,096,580.4	1,902,941.1	674.50				
[4y] RP-WB290 to WB St. Charles	12.0	RP-WB290	1981	1,096,718.9	1,902,946.8	674.30				Average
		RP-WB290	1982	1,096,796.0	1,903,046.9	674.90				Average
		RP-WB290	1983	1,096,907.6	1,903,069.4	677.30				Average
		RP-WB290	1984	1,097,017.2	1,903,016.8	682.60				Average
		RP-WB290	1985	1,097,056.6	1,902,921.8	685.60				Average
		RP-WB290	1986	1,097,039.6	1,902,717.6	691.70				
[4z] RP-WB St. Charles to WB290	12.0	RP-WB St	1987	1,097,188.9	1,902,707.1	691.70				Average
		RP-WB St	1988	1,097,182.5	1,902,861.9	689.10				Average
		RP-WB St	1989	1,097,110.2	1,903,012.4	686.60				Average
		RP-WB St	1990	1,097,037.2	1,903,100.2	684.40				Average
		RP-WB St	1991	1,096,892.9	1,903,212.0	677.10				Average
		RP-WB St	1992	1,096,783.0	1,903,311.8	676.80				Average
		RP-WB St	1993	1,096,710.8	1,903,490.6	678.00				Average
		RP-WB St	1994	1,096,702.2	1,903,930.8	677.40				
OS-SB294	12.0	OS-SB294	1995	1,107,323.8	1,926,744.8	656.90				Average
		OS-SB294	1996	1,107,252.4	1,926,593.2	653.20				Average

INPUT: ROADWAYS

Tri-State (4224)

		OS-SB294	1997	1,107,206.8	1,926,484.9	651.40				Average	
		OS-SB294	1998	1,107,165.4	1,926,384.6	649.40				Average	
		OS-SB294	1999	1,107,104.0	1,926,219.5	645.80				Average	
		OS-SB294	2000	1,106,971.0	1,925,870.2	643.00				Average	
		OS-SB294	2001	1,106,929.4	1,925,742.6	643.00				Average	
		OS-SB294	2002	1,106,864.8	1,925,566.6	643.20				Average	
		OS-SB294	2003	1,106,793.8	1,925,452.4	647.10				Average	
		OS-SB294	2004	1,106,713.6	1,925,375.5	651.00				Average	
		OS-SB294	2005	1,106,444.0	1,925,211.2	655.80				Average	
		OS-SB294	2006	1,106,380.4	1,925,003.2	655.20				Average	
		OS-SB294	2007	1,106,329.8	1,924,824.2	655.90				Average	
		OS-SB294	2008	1,106,374.9	1,924,694.6	654.00				Average	
		OS-SB294	2009	1,106,450.4	1,924,571.0	653.00				Average	
		OS-SB294	2010	1,106,475.1	1,924,472.5	651.20				Average	
		OS-SB294	2011	1,106,491.4	1,924,342.9	650.90				Average	
		OS-SB294	2012	1,106,486.4	1,924,210.5	651.60				Average	
		OS-SB294	2013	1,106,465.8	1,924,095.4	653.20				Average	
		OS-SB294	2014	1,106,435.2	1,923,970.9	655.80				Average	
		OS-SB294	2015	1,106,413.8	1,923,896.8	657.50				Average	
		OS-SB294	2016	1,106,384.2	1,923,815.4	658.20					
OS-NB294	12.0	OS-NB294	2017	1,106,572.0	1,923,806.0	658.90				Average	
		OS-NB294	2018	1,106,603.9	1,923,897.0	657.80				Average	
		OS-NB294	2019	1,106,628.8	1,923,958.8	656.50				Average	
		OS-NB294	2020	1,106,677.4	1,924,083.0	653.60				Average	
		OS-NB294	2021	1,106,725.4	1,924,205.1	651.00				Average	
		OS-NB294	2022	1,106,800.2	1,924,327.6	651.10				Average	
		OS-NB294	2023	1,106,948.6	1,924,448.5	655.50				Average	
		OS-NB294	2024	1,107,103.2	1,924,529.9	654.30				Average	
		OS-NB294	2025	1,107,158.4	1,924,576.1	655.20				Average	
		OS-NB294	2026	1,107,234.8	1,924,788.6	656.50				Average	
		OS-NB294	2027	1,107,271.2	1,924,984.6	652.30				Average	
		OS-NB294	2028	1,107,181.2	1,925,120.6	654.90				Average	
		OS-NB294	2029	1,107,115.8	1,925,276.2	653.00				Average	
		OS-NB294	2030	1,107,095.6	1,925,430.0	643.90				Average	
		OS-NB294	2031	1,107,104.9	1,925,580.4	641.00				Average	
		OS-NB294	2032	1,107,134.9	1,925,730.6	642.60				Average	
		OS-NB294	2033	1,107,162.6	1,925,852.1	642.10				Average	
		OS-NB294	2034	1,107,272.0	1,926,215.6	644.80				Average	
		OS-NB294	2035	1,107,330.1	1,926,385.0	649.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		OS-NB294	2036	1,107,365.2	1,926,483.2	650.80				Average	
		OS-NB294	2037	1,107,407.5	1,926,593.1	652.80				Average	
		OS-NB294	2038	1,107,470.8	1,926,739.6	656.40					
[7a] RP-SB294 to WB Irving Park	12.0	RP-SB294	2039	1,108,162.2	1,928,509.2	643.20				Average	
		RP-SB294	2040	1,108,132.8	1,928,454.6	642.30				Average	
		RP-SB294	2041	1,107,957.8	1,928,144.2	641.40				Average	
		RP-SB294	2042	1,107,872.8	1,928,002.4	642.40				Average	
		RP-SB294	2043	1,107,805.5	1,927,870.0	645.30				Average	
		RP-SB294	2044	1,107,751.8	1,927,770.1	646.30				Average	
		RP-SB294	2045	1,107,693.8	1,927,655.1	647.40				Average	
		RP-SB294	2046	1,107,562.9	1,927,415.5	653.80				Average	
		RP-SB294	2047	1,107,486.5	1,927,330.9	650.90				Average	
		RP-SB294	2048	1,107,374.2	1,927,270.1	646.90				Average	
		RP-SB294	2049	1,107,260.8	1,927,244.4	642.90				Average	
		RP-SB294	2050	1,107,128.9	1,927,242.5	641.90				Average	
		RP-SB294	2051	1,107,022.2	1,927,257.2	642.90				Average	
		RP-SB294	2052	1,106,925.4	1,927,282.5	642.30					
[7c] RP-SB294 to EB Irving Park	12.0	RP-SB294	2053	1,107,505.1	1,927,176.9	661.00				Average	Y
		RP-SB294	2054	1,107,463.2	1,927,100.4	661.00				Average	
		RP-SB294	2055	1,107,405.2	1,927,011.1	658.90				Average	
		RP-SB294	2056	1,107,332.9	1,926,866.1	656.80				Average	
		RP-SB294	2057	1,107,263.0	1,926,797.0	654.80				Average	
		RP-SB294	2058	1,107,166.4	1,926,780.2	653.40				Average	
		RP-SB294	2059	1,107,083.9	1,926,818.8	650.30				Average	
		RP-SB294	2060	1,107,034.0	1,926,890.0	647.30				Average	
		RP-SB294	2061	1,107,030.9	1,926,993.4	645.90				Average	
		RP-SB294	2062	1,107,089.9	1,927,079.0	643.80				Average	
		RP-SB294	2063	1,107,202.9	1,927,130.0	641.80				Average	
		RP-SB294	2064	1,107,351.6	1,927,137.5	640.30					
[7e] RP-EB Irving Park to NB294	12.0	RP-EB Irv	2065	1,107,844.4	1,927,033.4	636.70				Average	
		RP-EB Irv	2066	1,107,916.6	1,926,951.2	637.20				Average	
		RP-EB Irv	2067	1,107,937.2	1,926,856.1	638.30				Average	
		RP-EB Irv	2068	1,107,914.2	1,926,761.2	638.70				Average	
		RP-EB Irv	2069	1,107,848.0	1,926,686.5	642.40				Average	
		RP-EB Irv	2070	1,107,770.2	1,926,650.1	643.80				Average	
		RP-EB Irv	2071	1,107,659.4	1,926,673.2	646.00				Average	
		RP-EB Irv	2072	1,107,588.2	1,926,751.9	653.80				Average	
		RP-EB Irv	2073	1,107,573.9	1,926,851.2	656.60				Average	
		RP-EB Irv	2074	1,107,605.1	1,926,947.8	659.90				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-EB Irv	2075	1,107,646.9	1,927,069.6	661.00				Average	Y
		RP-EB Irv	2076	1,107,682.5	1,927,147.8	661.00				Average	
		RP-EB Irv	2077	1,107,922.8	1,927,640.6	650.80				Average	
		RP-EB Irv	2078	1,108,029.4	1,927,857.4	647.60				Average	
		RP-EB Irv	2079	1,108,097.2	1,927,998.8	646.00				Average	
		RP-EB Irv	2080	1,108,166.0	1,928,138.2	644.00				Average	
		RP-EB Irv	2081	1,108,312.0	1,928,449.1	642.90				Average	
		RP-EB Irv	2082	1,108,339.4	1,928,507.0	642.90					
[7f] RP-WB Irving Park to NB294	12.0	RP-WB Irv	2083	1,108,027.0	1,927,099.5	636.40				Average	
		RP-WB Irv	2084	1,107,937.2	1,927,176.8	640.10				Average	
		RP-WB Irv	2085	1,107,883.5	1,927,298.6	645.70				Average	
		RP-WB Irv	2086	1,107,895.8	1,927,432.0	647.60				Average	
		RP-WB Irv	2087	1,107,932.5	1,927,546.9	651.10				Average	
		RP-WB Irv	2088	1,107,964.4	1,927,632.8	648.60				Average	
		RP-WB Irv	2089	1,108,056.1	1,927,858.5	646.00				Average	
		RP-WB Irv	2090	1,108,114.1	1,927,989.4	644.90					
[9a] RP-EB/WB Balmoral to SB294	12.0	RP-EB/WB	2091	1,110,272.4	1,934,387.6	662.00				Average	
		RP-EB/WB	2092	1,110,304.6	1,934,225.0	653.20				Average	
		RP-EB/WB	2093	1,110,335.0	1,934,078.2	646.10				Average	
		RP-EB/WB	2094	1,110,353.2	1,933,953.9	640.80				Average	
		RP-EB/WB	2095	1,110,360.4	1,933,867.2	639.00				Average	
		RP-EB/WB	2096	1,110,366.9	1,933,735.1	637.60				Average	
		RP-EB/WB	2097	1,110,367.8	1,933,638.0	637.80				Average	
		RP-EB/WB	2098	1,110,363.1	1,933,514.9	638.00				Average	
		RP-EB/WB	2099	1,110,347.2	1,933,376.0	639.00				Average	
		RP-EB/WB	2100	1,110,328.1	1,933,251.8	640.30				Average	
		RP-EB/WB	2101	1,110,304.2	1,933,136.9	642.20					
[9b] RP-NB294 to EB/WB Balmoral	12.0	RP-NB294	2102	1,110,501.0	1,933,155.6	645.70				Average	
		RP-NB294	2103	1,110,527.9	1,933,257.2	642.90				Average	
		RP-NB294	2104	1,110,554.4	1,933,366.9	641.30				Average	
		RP-NB294	2105	1,110,589.9	1,933,511.8	638.70				Average	
		RP-NB294	2106	1,110,610.1	1,933,645.2	637.50				Average	
		RP-NB294	2107	1,110,610.9	1,933,747.2	637.50				Average	
		RP-NB294	2108	1,110,609.1	1,933,870.4	637.60				Average	
		RP-NB294	2109	1,110,606.0	1,933,969.4	636.70				Average	
		RP-NB294	2110	1,110,607.4	1,934,091.2	636.80				Average	
		RP-NB294	2111	1,110,609.5	1,934,244.0	637.00				Average	
		RP-NB294	2112	1,110,611.9	1,934,419.4	662.00					
[10a] RP-EB190 to SB294	12.0	RP-EB190	2113	1,110,142.2	1,935,742.1	641.00				Average	

INPUT: ROADWAYS

Tri-State (4224)

		RP-EB190	2114	1,110,201.4	1,935,510.6	640.60				Average	
		RP-EB190	2115	1,110,232.9	1,935,311.2	642.30				Average	
		RP-EB190	2116	1,110,271.0	1,935,069.8	643.50					
[10b] RP-NB294 to WB190	12.0	RP-NB294	2117	1,110,424.4	1,935,074.1	642.20				Average	
		RP-NB294	2118	1,110,407.8	1,935,313.2	641.00				Average	
		RP-NB294	2119	1,110,435.8	1,935,510.6	640.90				Average	
		RP-NB294	2120	1,110,510.9	1,935,737.8	639.20					

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

Prairie Engineers		13 November 2017										
Bryan Cross		TNM 2.5										
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:		Tri-State (4224)										
RUN:		Build Case (2040yr) - Alt 8, Aug19/Nov11										
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
					veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
ML-NB294-IL-01	ML-NB294-IL-	1	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	2	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	3	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	4	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	5	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	6	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	7	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	8	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	9	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	10	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	11	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	12	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	13	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	14	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	15	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	16	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	17	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	18	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	19	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	20	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	21	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	22	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	23	3363	55	158	55	435	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-IL-	24	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	25	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-IL-	26										
ML-NB294-IL-02	ML-NB294-IL-	27	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	28	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	29	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	30	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	31	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	32	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	33	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	34	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	35	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	36	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	37	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	38	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	39	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	40	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	41	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	42	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	43	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	44	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	45	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	46	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	47	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	48	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	49	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	50	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	51	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	52	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	53	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	54	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	55	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	56	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	57	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	58	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	59	3526	55	166	55	457	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-IL-	60	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	61	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-IL-	62										
ML-NB294-IL-03	ML-NB294-IL-	64	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	65	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	66	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	67	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	68	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	69	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	70	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	71	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	72	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	73	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	74	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	75	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	76	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	77	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	78	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	79	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	80	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-IL-	81										
ML-NB294-IL-04	ML-NB294-IL-	82	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	83	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	84	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	85	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	86	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	87	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	88	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	89	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	90	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	91	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	92	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	93	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	94	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	95	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	96	4381	55	206	55	567	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-IL-	97	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	98	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	99	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	100	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	101	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	102	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	103	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	104	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	105	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	106	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	107	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	108	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	109	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	110	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	111	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	112	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	113	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	114	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	115	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	116	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	117	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	118	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	119	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	120	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	121	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	122	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	123	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	124	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	125	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-IL-	126										
ML-NB294-IL-05	ML-NB294-IL-	127	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	128	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	129	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	130	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	131	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	132	4388	55	207	55	568	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-IL-	133	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	134	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	135	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	136	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	137	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	138	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	139	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	140	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	141	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	142	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	143	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	144	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	145	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	146	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	147	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	148	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	149	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	150	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	151	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	152	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	153	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	154	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	155	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	156	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	157	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	158	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	159	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	160	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	161	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	162	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	163	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	164	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	165	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	166	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	167	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	168	4388	55	207	55	568	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-IL-	169	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	170	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	171	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	172	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	173	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	174	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	175	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	176	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	177	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	178	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	179	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	180	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	181	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	182	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	183	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	184	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	185	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	186	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	187	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	188	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	189	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	190	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	191	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	192	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	193	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	194	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	195	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	196	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	197	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	198	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	199	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	200	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-IL-	201										
ML-NB294-IL-06	ML-NB294-IL-	202	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	203	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	204	2963	55	140	55	384	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-IL-	205	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	206	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	207	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	208	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	209	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	210	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	211	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	212	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	213	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	214	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	215	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	216	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	217	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	218	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-IL-	219										
ML-NB294-IL-07	ML-NB294-IL-	220	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	221	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	222	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	223	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	224	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	225	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	226	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	227	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	228	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-IL-	229										
ML-NB294-IL-08	ML-NB294-IL-	230	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	231	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	232	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	233	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	234	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	235	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	236	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	237	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	238	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	239	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	240	2293	55	108	55	297	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-IL-	241	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	242	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	243	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	244	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	245	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	246	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	247	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	248	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	249	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	250	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	251	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	252	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	253	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	254	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	255	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-IL-	256										
ML-NB294-IL-09	ML-NB294-IL-	257	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	258	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	259	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	260	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	261	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	262	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	263	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	264	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	265	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	266	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	267	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	268	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	269	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	270	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-IL-	271										
ML-NB294-IL-10	ML-NB294-IL-	272	2198	55	104	55	285	55	0	0	0	0
	ML-NB294-IL-	273	2198	55	104	55	285	55	0	0	0	0
	ML-NB294-IL-	274										
ML-NB294-OL-01	ML-NB294-OL	275	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	276	3363	55	158	55	435	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	277	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	278	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	279	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	0	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	281	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	282	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	283	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	284	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	285	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	286	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	287	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	288	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	289	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	290	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	291	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	292	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	293	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	294	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	295	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	296	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	297	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	298	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	299	3363	55	158	55	435	55	0	0	0	0
	ML-NB294-OL	300										
ML-NB294-OL-02	ML-NB294-OL	301	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	302	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	303	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	304	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	305	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	306	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	307	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	308	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	309	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	310	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	311	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	312	3526	55	166	55	457	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	313	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	314	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	315	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	316	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	317	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	318	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	319	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	320	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	321	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	322	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	323	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	324	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	325	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	326	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	327	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	328	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	329	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	330	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	331	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	332	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	333	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	334	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	335	3526	55	166	55	457	55	0	0	0	0
	ML-NB294-OL	336										
ML-NB294-OL-03	ML-NB294-OL	338	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	339	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	340	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	341	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	342	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	343	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	344	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	345	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	346	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	347	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	348	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	349	4155	55	196	55	538	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	350	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	351	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	352	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	353	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	354	4155	55	196	55	538	55	0	0	0	0
	ML-NB294-OL	355										
ML-NB294-OL-04	ML-NB294-OL	356	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	357	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	358	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	359	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	360	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	361	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	362	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	363	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	364	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	365	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	366	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	367	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	368	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	369	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	370	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	371	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	372	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	373	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	374	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	375	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	376	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	377	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	378	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	379	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	380	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	381	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	382	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	383	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	384	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	385	4381	55	206	55	567	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	386	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	387	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	388	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	389	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	390	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	391	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	392	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	393	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	394	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	395	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	396	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	397	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	398	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	399	4381	55	206	55	567	55	0	0	0	0
	ML-NB294-OL	400										
ML-NB294-OL-05	ML-NB294-OL	401	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	402	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	403	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	404	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	405	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	406	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	407	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	408	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	409	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	410	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	411	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	412	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	413	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	414	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	415	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	416	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	417	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	418	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	419	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	420	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	421	4388	55	207	55	568	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	422	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	423	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	424	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	425	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	426	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	427	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	428	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	429	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	430	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	431	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	432	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	433	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	434	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	435	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	436	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	437	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	438	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	439	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	440	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	441	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	442	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	443	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	444	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	445	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	446	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	447	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	448	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	449	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	450	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	451	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	452	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	453	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	454	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	455	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	456	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	457	4388	55	207	55	568	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	458	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	459	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	460	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	461	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	462	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	463	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	464	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	465	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	466	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	467	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	468	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	469	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	470	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	471	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	472	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	473	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	474	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	475	4388	55	207	55	568	55	0	0	0	0
	ML-NB294-OL	476										
ML-NB294-OL-06	ML-NB294-OL	477	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	478	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	479	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	480	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	481	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	482	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	483	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	484	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	485	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	486	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	487	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	488	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	489	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	490	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	491	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	492	2963	55	140	55	384	55	0	0	0	0
	ML-NB294-OL	493	2963	55	140	55	384	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	494										
ML-NB294-OL-07	ML-NB294-OL	495	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	496	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	497	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	498	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	499	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	500	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	501	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	502	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	503	3008	55	142	55	389	55	0	0	0	0
	ML-NB294-OL	504										
ML-NB294-OL-08	ML-NB294-OL	505	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	506	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	507	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	508	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	509	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	510	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	511	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	512	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	513	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	514	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	515	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	516	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	517	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	518	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	519	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	520	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	521	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	522	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	523	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	524	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	525	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	526	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	527	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	528	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	529	2293	55	108	55	297	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	530	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	531										
ML-NB294-OL-09	ML-NB294-OL	532	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	533	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	534	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	535	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	536	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	537	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	538	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	539	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	540	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	541	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	542	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	543	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	544	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	545	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	546										
ML-NB294-OL-10	ML-NB294-OL	547	2198	55	104	55	285	55	0	0	0	0
	ML-NB294-OL	548	2198	55	104	55	285	55	0	0	0	0
	ML-NB294-OL	549										
ML-NB294-OL2-08	ML-NB294-OL	550	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	551	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	552	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	553	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	554	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	555	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	556	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	557	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	558	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	559	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	560	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	561	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	562	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	563	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	564	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	565	2293	55	108	55	297	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-NB294-OL	566	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	567	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	568	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	569	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	570	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	571	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	572	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	573	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	574	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	575	2293	55	108	55	297	55	0	0	0	0
	ML-NB294-OL	576										
ML-NB294-OL2-09	ML-NB294-OL	577	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	578	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	579	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	580	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	581	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	582	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	583	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	584	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	585	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	586	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	587	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	588	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	589	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	590	2286	55	108	55	296	55	0	0	0	0
	ML-NB294-OL	591										
ML-SB294-OL2-09	ML-SB294-OL	592	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	593	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	594	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	595	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	596	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	597	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	598	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	599	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	600	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	601	2661	55	125	55	344	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-OL	602	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	603	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	604	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	605	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	606										
ML-SB294-OL2-08	ML-SB294-OL	607	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	608	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	609	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	610	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	611	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	612	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	613	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	614	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	615	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	616	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	617	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	618	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	619	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	620	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	621	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	622	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	623	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	624	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	625	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	626	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	627	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	628	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	629	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	630	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	631	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	632	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	633										
ML-SB294-OL-10	ML-SB294-OL	634	3807	55	179	55	493	55	0	0	0	0
	ML-SB294-OL	635	3807	55	179	55	493	55	0	0	0	0
	ML-SB294-OL	636										
ML-SB294-OL-09	ML-SB294-OL	637	2661	55	125	55	344	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-OL	638	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	639	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	640	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	641	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	642	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	643	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	644	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	645	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	646	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	647	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	648	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	649	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	650	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	651										
ML-SB294-OL-08	ML-SB294-OL	652	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	653	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	654	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	655	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	656	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	657	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	658	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	659	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	660	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	661	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	662	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	663	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	664	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	665	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	666	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	667	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	668	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	669	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	670	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	671	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	672	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	673	2660	55	125	55	344	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-OL	674	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	675	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	676	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	677	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-OL	678										
ML-SB294-OL-07	ML-SB294-OL	679	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	680	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	681	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	682	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	683	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	684	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	685	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	686	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	687	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-OL	688										
ML-SB294-OL-06	ML-SB294-OL	689	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	690	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	691	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	692	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	693	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	694	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	695	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	696	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	697	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	698	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	699	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	700	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	701	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	702	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	703	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	704	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	705	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-OL	706										
ML-SB294-OL-05	ML-SB294-OL	707	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	708	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	709	4439	55	209	55	575	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-OL	710	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	711	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	712	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	713	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	714	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	715	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	716	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	717	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	718	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	719	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	720	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	721	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	722	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	723	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	724	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	725	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	726	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	727	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	728	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	729	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	730	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	731	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	732	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	733	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	734	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	735	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	736	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	737	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	738	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	739	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	740	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	741	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	742	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	743	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	744	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	745	4439	55	209	55	575	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-OL	746	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	747	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	748	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	749	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	750	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	751	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	752	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	753	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	754	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	755	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	756	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	757	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	758	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	759	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	760	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	761	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	762	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	763	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	764	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	765	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	766	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	767	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	768	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	769	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	770	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	771	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	772	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	773	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	774	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	775	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	776	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	777	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	778	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	779	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	780	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-OL	781										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

ML-SB294-OL-04	ML-SB294-OL	782	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	783	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	784	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	785	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	786	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	787	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	788	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	789	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	790	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	791	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	792	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	793	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	794	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	795	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	796	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	797	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	798	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	799	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	800	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	801	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	802	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	803	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	804	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	805	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	806	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	807	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	808	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	809	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	810	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	811	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	812	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	813	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	814	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	815	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	816	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	817	3251	55	153	55	421	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-OL	818	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	819	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	820	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	821	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	822	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	823	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	824	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-OL	825										
ML-SB294-OL-03	ML-SB294-OL	826	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	827	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	828	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	829	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	830	4157	55	0	55	538	55	0	0	0	0
	ML-SB294-OL	831	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	832	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	833	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	834	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	835	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	836	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	837	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	838	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	839	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	840	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	841	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	842	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	843	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	844	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-OL	845										
ML-SB294-OL-02	ML-SB294-OL	846	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	847	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	848	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	849	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	850	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	851	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	852	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	853	3096	55	146	55	401	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-OL	854	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	855	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	856	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	857	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	858	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	859	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	860	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	861	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	862	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	863	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	864	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	865	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	866	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	867	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	868	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	869	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	870	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	871	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	872	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	873	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	874	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	875	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	876	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	877	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	878	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	879	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	880	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	881	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	882	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	883	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-OL	884										
ML-SB294-OL-01	ML-SB294-OL	886	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	887	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	888	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	889	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	890	2642	55	125	55	342	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-OL	891	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	892	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	893	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	894	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	895	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	896	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	897	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	898	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	899	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	900	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	901	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	902	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	903	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	904	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	905	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	906	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	907	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-OL	908										
ML-SB294-IL-10	ML-SB294-IL-	909	3807	55	179	55	493	55	0	0	0	0
	ML-SB294-IL-	910	3807	55	179	55	493	55	0	0	0	0
	ML-SB294-IL-	911										
ML-SB294-IL-09	ML-SB294-IL-	912	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	913	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	914	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	915	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	916	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	917	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	918	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	919	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	920	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	921	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	922	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	923	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	924	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	925	2661	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	926										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

ML-SB294-IL-08	ML-SB294-IL-	927	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	928	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	929	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	930	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	931	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	932	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	933	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	934	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	935	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	936	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	937	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	938	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	939	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	940	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	941	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	942	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	943	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	944	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	945	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	946	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	947	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	948	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	949	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	950	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	951	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	952	2660	55	125	55	344	55	0	0	0	0
	ML-SB294-IL-	953										
ML-SB294-IL-07	ML-SB294-IL-	954	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	955	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	956	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	957	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	958	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	959	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	960	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	961	4026	55	190	55	521	55	0	0	0	0
	ML-SB294-IL-	962	4026	55	190	55	521	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-IL-	963										
ML-SB294-IL-06	ML-SB294-IL-	964	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	965	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	966	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	967	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	968	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	969	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	970	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	971	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	972	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	973	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	974	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	975	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	976	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	977	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	978	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	979	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	980	3529	55	166	55	457	55	0	0	0	0
	ML-SB294-IL-	981										
ML-SB294-IL-05	ML-SB294-IL-	982	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	983	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	984	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	985	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	986	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	987	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	988	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	989	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	990	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	991	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	992	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	993	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	994	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	995	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	996	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	997	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	998	4439	55	209	55	575	55	0	0	0	0

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Tri-State (4224)

	ML-SB294-IL-	999	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1000	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1001	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1002	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1003	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1004	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1005	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1006	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1007	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1008	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1009	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1010	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1011	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1012	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1013	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1014	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1015	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1016	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1017	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1018	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1019	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1020	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1021	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1022	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1023	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1024	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1025	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1026	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1027	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1028	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1029	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1030	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1031	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1032	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1033	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1034	4439	55	209	55	575	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-IL-	1035	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1036	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1037	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1038	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1039	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1040	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1041	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1042	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1043	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1044	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1045	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1046	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1047	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1048	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1049	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1050	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1051	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1052	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1053	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1054	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1055	4439	55	209	55	575	55	0	0	0	0
	ML-SB294-IL-	1056										
ML-SB294-IL-04	ML-SB294-IL-	1057	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1058	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1059	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1060	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1061	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1062	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1063	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1064	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1065	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1066	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1067	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1068	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1069	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1070	3251	55	153	55	421	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-IL-	1071	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1072	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1073	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1074	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1075	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1076	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1077	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1078	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1079	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1080	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1081	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1082	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1083	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1084	3251	55	153	55	0	55	0	0	0	0
	ML-SB294-IL-	1085	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1086	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1087	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1088	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1089	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1090	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1091	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1092	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1093	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1094	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1095	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1096	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1097	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1098	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1099	3251	55	153	55	421	55	0	0	0	0
	ML-SB294-IL-	1100										
ML-SB294-IL-03	ML-SB294-IL-	1101	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1102	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1103	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1104	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1105	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1106	4157	55	196	55	538	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-IL-	1107	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1108	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1109	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1110	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1111	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1112	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1113	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1114	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1115	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1116	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1117	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1118	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1119	4157	55	196	55	538	55	0	0	0	0
	ML-SB294-IL-	1120										
ML-SB294-IL-02	ML-SB294-IL-	1121	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1122	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1123	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1124	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1125	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1126	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1127	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1128	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1129	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1130	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1131	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1132	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1133	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1134	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1135	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1136	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1137	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1138	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1139	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1140	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1141	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1142	3096	55	146	55	401	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-IL-	1143	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1144	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1145	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1146	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1147	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1148	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1149	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1150	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1151	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1152	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1153	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1154	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1155	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1156	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1157	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1158	3096	55	146	55	401	55	0	0	0	0
	ML-SB294-IL-	1159										
ML-SB294-IL-01	ML-SB294-IL-	1161	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1162	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1163	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1164	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1165	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1166	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1167	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1168	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1169	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1170	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1171	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1172	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1173	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1174	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1175	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1176	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1177	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1178	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1179	2642	55	125	55	342	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-SB294-IL-	1180	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1181	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1182	2642	55	125	55	342	55	0	0	0	0
	ML-SB294-IL-	1183										
ML-EB290-IL-X01	ML-EB290-IL-	1184	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1185	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1186	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1187	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1188	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1189	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1190	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1191	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1192	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1193	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1194	4086	55	192	55	529	55	0	0	0	0
	ML-EB290-IL-	1195										
ML-EB290-IL-X02	ML-EB290-IL-	1196	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1197	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1198	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1199	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1200	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1201	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1202	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1203	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1204										
ML-EB290-IL-X03	ML-EB290-IL-	1205	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1206										
ML-EB290-IL-X04	ML-EB290-IL-	1207	4670	55	0	55	604	55	0	0	0	0
	ML-EB290-IL-	1208	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1209	4670	55	220	55	604	55	0	0	0	0
	ML-EB290-IL-	1210										
ML-EB290-IL-X05	ML-EB290-IL-	1211	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1212	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1213	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1214	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1215	4529	55	213	55	586	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-EB290-IL-	1216	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1217	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1218	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1219	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1220	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1221	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1222	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1223	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1224	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1225	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1226	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1227	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1228	4529	55	213	55	586	55	0	0	0	0
	ML-EB290-IL-	1229										
ML-EB290-IL-X06	ML-EB290-IL-	1230	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1231	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1232	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1233	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1234	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1235	3693	55	174	55	478	55	0	0	0	0
	ML-EB290-IL-	1236										
ML-EB290-OL-X01	ML-EB290-OL	1237	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1238	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1239	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1240	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1241	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1242	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1243	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1244	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1245	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1246	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1247	1751	55	82	55	227	55	0	0	0	0
	ML-EB290-OL	1248										
ML-EB290-OL-X02	ML-EB290-OL	1249	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1250	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1251	2001	55	94	55	259	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-EB290-OL	1252	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1253	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1254	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1255	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1256	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1257										
ML-EB290-OL-X03	ML-EB290-OL	1258	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1259										
ML-EB290-OL-X04	ML-EB290-OL	1260	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1261	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1262	2001	55	94	55	259	55	0	0	0	0
	ML-EB290-OL	1263										
ML-EB290-OL-X05	ML-EB290-OL	1264	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1265	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1266	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1267	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1268	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1269	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1270	1941	55	91	55	251	55	0	0	0	0
	ML-EB290-OL	1271										
RP-EB290 to Manheim	RP-EB290 to I	1272	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1273	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1274	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1275	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1276	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1277	1583	55	74	55	205	55	0	0	0	0
	RP-EB290 to I	1278										
ML-WB290-IL-X01	ML-WB290-IL	1279	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1280	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1281	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1282	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1283	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1284	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1285	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1286	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1287	4536	55	213	55	587	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-WB290-IL	1288	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1289	4536	55	213	55	587	55	0	0	0	0
	ML-WB290-IL	1290										
ML-WB290-IL-X02	ML-WB290-IL	1291	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1292	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1293	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1294	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1295	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1296	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1297	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1298	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1299										
ML-WB290-IL-X03	ML-WB290-IL	1300	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1301										
ML-WB290-IL-X04	ML-WB290-IL	1302	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1303	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1304	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1305	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1306	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1307	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1308	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1309	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1310	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1311	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1312	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1313	5184	55	244	55	671	55	0	0	0	0
	ML-WB290-IL	1314										
ML-WB290-IL-X05	ML-WB290-IL	1315	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1316	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1317	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1318	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1319	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1320	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1321	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1322	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1323	5028	55	237	55	651	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-WB290-IL	1324	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1325	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1326	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1327	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1328	5028	55	237	55	651	55	0	0	0	0
	ML-WB290-IL	1382										
ML-WB290-OL-X01	ML-WB290-OI	1329	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1330	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1331	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1332	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1333	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1334	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1335	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1336	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1337	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1338	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1339	1944	55	91	55	252	55	0	0	0	0
	ML-WB290-OI	1340										
ML-WB290-OL-X02	ML-WB290-OI	1341	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1342	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1343	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1344	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1345	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1346	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1347	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1348	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1369										
ML-WB290-OL-X03	ML-WB290-OI	1349	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1350										
ML-WB290-OL-X04	ML-WB290-OI	1351	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1352	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1353	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1354	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1372	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1373	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1374	2222	55	105	55	287	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-WB290-OI	1375	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1376	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1377	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1378	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1379	2222	55	105	55	287	55	0	0	0	0
	ML-WB290-OI	1380										
ML-EB88	ML-EB88-01	1383	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-02	1384	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-03	1385	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-04	1386	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-05	1387	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-06	1388	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-07	1389	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-08	1390	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-09	1391	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-10	1392	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-11	1393	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-12	1394	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-13	1395	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-14	1396	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-15	1397	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-16	1398	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-17	1399	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-18	1400	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-19	1401	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-20	1402	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-21	1403	6082	55	286	55	787	55	0	0	0	0
	ML-EB88-22	1404										
ML-WB88	ML-WB88-01	1405	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-02	1406	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-03	1407	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-04	1408	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-05	1409	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-06	1410	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-07	1411	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-08	1412	7162	55	337	55	927	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-WB88-09	1413	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-10	1414	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-11	1415	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-12	1416	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-13	1417	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-14	1418	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-15	1419	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-16	1420	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-17	1421	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-18	1422	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-19	1423	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-20	1424	7162	55	337	55	927	55	0	0	0	0
	ML-WB88-21	1425										
ML-EB Roosevelt	ML-EB Roose	1426	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1427	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1428	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1429	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1430	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1431	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1432	1521	45	72	45	197	45	0	0	0	0
	ML-EB Roose	1433										
ML-WB Roosevelt	ML-WB Roose	1434	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1435	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1436	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1437	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1438	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1439	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1440	1521	45	72	45	197	45	0	0	0	0
	ML-WB Roose	1441										
ML-EB Butterfield	ML-EB Butterf	1442	783	35	37	35	101	35	0	0	0	0
	ML-EB Butterf	1443	783	35	37	35	101	35	0	0	0	0
	ML-EB Butterf	1444										
ML-WB Butterfield	ML-WB Butter	1445	783	35	37	35	101	35	0	0	0	0
	ML-WB Butter	1446	783	35	37	35	101	35	0	0	0	0
	ML-WB Butter	1447										
ML- EB/WB Electric Ave	ML- EB/WB E	1448	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML- EB/WB E	1449										
DS-CNlineBlock3	DS-CNlineBlo	1450	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1451	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1452	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1453										
ML-EB Lake St	ML-EB Lake S	1454	1837	40	86	40	238	40	0	0	0	0
	ML-EB Lake S	1455	1837	40	86	40	238	40	0	0	0	0
	ML-EB Lake S	1456	1837	40	86	40	238	40	0	0	0	0
	ML-EB Lake S	1457	1837	40	86	40	238	40	0	0	0	0
	ML-EB Lake S	1458										
ML-WB North Ave	ML-WB North	1459	2190	40	103	40	283	40	0	0	0	0
	ML-WB North	1460	2190	40	103	40	283	40	0	0	0	0
	ML-WB North	1461	2190	40	103	40	283	40	0	0	0	0
	ML-WB North	1462										
ML-EB North Ave	ML-EB North A	1463	2190	40	103	40	283	40	0	0	0	0
	ML-EB North A	1464	0	40	103	40	283	40	0	0	0	0
	ML-EB North A	1465	2190	40	103	40	283	40	0	0	0	0
	ML-EB North A	1466										
ML-EB St. Charles	ML-EB St. Cha	1467	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1468	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1469	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1470	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1471	848	30	40	30	110	30	0	0	0	0
	ML-EB St. Cha	1472										
ML-WB St. Charles	ML-WB St. Ch	1473	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1474	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1475	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1476	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1477	848	30	40	30	110	30	0	0	0	0
	ML-WB St. Ch	1478										
DS-Upspur	DS-Upspur-01	1479	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-02	1480	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-03	1481	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-04	1482	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-05	1483	0	0	0	0	0	0	0	0	0	0
	DS-Upspur-06	1484										

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

DS-Upyard	DS-Upyard-01	1485	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-02	1486	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-03	1487	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-04	1488	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-05	1489	0	0	0	0	0	0	0	0	0	0
	DS-Upyard-06	1490										
ML-NB Manheim	ML-NB Manhe	1491	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1492	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1493	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1494	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1495	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1496	2508	40	118	40	325	40	0	0	0	0
	ML-NB Manhe	1497										
ML-SB Manheim	ML-SB Manhe	1498	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1499	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1500	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1501	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1502	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1503	2508	40	118	40	325	40	0	0	0	0
	ML-SB Manhe	1504										
ML-EB/WB Grand Ave	ML-EB/WB Gr	1505	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1506	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1507	2740	40	129	40	355	40	0	0	0	0
	ML-EB/WB Gr	1508										
DS-UPline	DS-UPline-01	1509	0	0	0	0	0	0	0	0	0	0
	DS-UPline-02	1510										
ML-WB Irving Park	ML-WB Irving	1511	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1512	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1513	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1514	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1515	2093	40	99	40	271	40	0	0	0	0
	ML-WB Irving	1516										
ML-EB Irving Park	ML-EB Irving F	1517	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1518	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1519	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1520	2093	40	99	40	271	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	ML-EB Irving F	1521	2093	40	99	40	271	40	0	0	0	0
	ML-EB Irving F	1522										
ML-EB/WB Lawrence	ML-EB/WB La	1523	1967	35	93	35	255	35	0	0	0	0
	ML-EB/WB La	1524	1967	35	93	35	255	35	0	0	0	0
	ML-EB/WB La	1525	1967	35	93	35	255	35	0	0	0	0
	ML-EB/WB La	1526										
DS-CNlineblock8	DS-CNlineBlo	1527	0	0	0	0	0	0	0	0	0	0
	DS-CNlineBlo	1528										
ML-WB Balmoral	ML-WB Balmo	1529	800	40	38	40	104	40	0	0	0	0
	ML-WB Balmo	1530	800	40	38	40	104	40	0	0	0	0
	ML-WB Balmo	1531	800	40	38	40	104	40	0	0	0	0
	ML-WB Balmo	1532										
ML-EB Balmoral	ML-EB Balmo	1533	800	40	38	40	104	40	0	0	0	0
	ML-EB Balmo	1534	800	40	38	40	104	40	0	0	0	0
	ML-EB Balmo	1535	800	40	38	40	104	40	0	0	0	0
	ML-EB Balmo	1536										
[1a] TL-NB294 near Cermak	TL-NB294 nea	1537	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1538	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1539	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1540	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1541	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1542	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1543	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1544	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1545	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1546	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1547	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1548	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1549	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1550	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1551	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1552	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1553	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1554	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1555	1605	45	76	45	208	45	0	0	0	0
	TL-NB294 nea	1556	1605	45	76	45	208	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	TL-NB294 near	1557										
[1b] TL-SB294 near Cermak	TL-SB294 near	1558	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1559	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1560	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1561	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1562	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1563	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1564	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1565	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1566	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1567	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1568	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1569	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1570	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1571	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1572	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1573	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1574	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1575	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1576	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1577	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1578	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1579	2176	45	102	45	282	45	0	0	0	0
	TL-SB294 near	1580										
[2a] RP-NB294/EB88 to WB290	RP-NB294/EB	1581	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1582	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1583	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1584	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1585	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1586	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1587	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1588	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1589	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1590	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1591	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1592	1516	55	71	55	196	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-NB294/EB	1593	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1594	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1595	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1596	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1597	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1598	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1599	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1600	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1601	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1602	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1603	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1604	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1605	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1606	1516	55	71	55	196	55	0	0	0	0
	RP-NB294/EB	1607										
[2b] RP-NB294 to WB290/EB88	RP-NB294 to	1608	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1609	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1610	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1611	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1612	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1613	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1614	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1615	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1616	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1617	1734	55	82	55	224	55	0	0	0	0
	RP-NB294 to	1618										
[2c] RP-NB294 to WB Roosevelt	RP-NB294 to	1619	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1620	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1621	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1622	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1623	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1624	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1625	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1626	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1627	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1628	898	45	42	45	116	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-NB294 to	1629	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1630	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1631	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1632	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1633	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1634	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1635	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1636	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1637	898	45	42	45	116	45	0	0	0	0
	RP-NB294 to	1638										
[2d] RP-NB294 to EB Roosevelt	RP-NB294 to	1639	415	25	20	25	54	25	0	0	0	0
	RP-NB294 to	1640	415	25	20	25	54	25	0	0	0	0
	RP-NB294 to	1641	415	25	20	25	54	25	0	0	0	0
	RP-NB294 to	1642	415	25	20	25	54	25	0	0	0	0
	RP-NB294 to	1643	415	25	20	25	54	25	0	0	0	0
	RP-NB294 to	1644	415	25	20	25	54	25	0	0	0	0
	RP-NB294 to	1645	415	25	20	25	54	25	0	0	0	0
	RP-NB294 to	1646	415	25	20	25	54	25	0	0	0	0
	RP-NB294 to	1647										
[2e] RP-EB Roosevelt to SB294	RP-EB Roose	1648	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1649	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1650	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1651	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1652	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1653	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1654	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1655	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1656	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1657	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1658	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1659	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1660	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1661	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1662	656	45	31	45	85	45	0	0	0	0
	RP-EB Roose	1663										
[2f] RP-WB Roosevelt to SB294	RP-WB Roose	1664	850	45	40	45	110	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-WB Roose	1665	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1666	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1667	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1668	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1669	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1670	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1671	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1672	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1673	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1674	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1675	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1676	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1677	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1678	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1679	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1680	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1681	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1682	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1683	850	45	40	45	110	45	0	0	0	0
	RP-WB Roose	1684										
[2g] RP-EB Roosevelt to EB88	RP-EB Roose	1685	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1686	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1687	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1688	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1689	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1690	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1691	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1692	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1693	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1694	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1695	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1696	1324	45	62	45	171	45	0	0	0	0
	RP-EB Roose	1697										
[2h] RP-NB294 to EB88	RP-NB294 to	1698	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1699	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1700	2153	45	101	45	279	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-NB294 to	1701	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1702	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1703	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1704	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1705	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1706	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1707	2153	45	101	45	279	45	0	0	0	0
	RP-NB294 to	1708										
[2i] RP-EB88 to NB294/WB290	RP-EB88 to N	1709	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1710	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1711	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1712	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1713	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1714	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1715	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1716	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1717	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1718	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1719	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1720	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1721	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1722	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1723	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1724	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1725	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1726	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1727	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1728	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1729	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1730	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1731	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1732	3121	55	147	55	404	55	0	0	0	0
	RP-EB88 to N	1733										
[2j] RP-WB88 to SB294	RP-WB88 to S	1734	466	45	22	45	60	45	0	0	0	0
	RP-WB88 to S	1735	466	45	22	45	60	45	0	0	0	0
	RP-WB88 to S	1736	466	45	22	45	60	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-WB88 to S	1737	466	45	22	45	60	45	0	0	0	0
	RP-WB88 to S	1738	466	45	22	45	60	45	0	0	0	0
	RP-WB88 to S	1739	466	45	22	45	60	45	0	0	0	0
	RP-WB88 to S	1740	466	45	22	45	60	45	0	0	0	0
	RP-WB88 to S	1741	466	45	22	45	60	45	0	0	0	0
	RP-WB88 to S	1742	466	45	22	45	60	45	0	0	0	0
	RP-WB88 to S	1743										
[2k] RP-SB294/EB290 to WB88	RP-SB294/EB	1744	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1745	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1746	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1747	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1748	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1749	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1750	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1751	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1752	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1753	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1754	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1755	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1756	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1757	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1758	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1759	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1760	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1761	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1762	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1763	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1764	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1765	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1766	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1767	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1768	2343	45	110	45	303	45	0	0	0	0
	RP-SB294/EB	1769										
[2L] RP-WB88 to WB Roosevelt/SB294	RP-WB88 to V	1770	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1771	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1772	2479	45	117	45	321	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-WB88 to V	1773	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1774	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1775	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1776	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1777	2479	45	117	45	321	45	0	0	0	0
	RP-WB88 to V	1778										
[2m] RP-WB88 to WB Roosevelt	RP-WB88 to V	1779	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1780	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1781	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1782	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1783	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1784	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1785	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1786	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1787	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1788	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1789	1676	45	79	45	217	45	0	0	0	0
	RP-WB88 to V	1790										
[3a] RP-EB290 to WB88/SB294	RP-EB290 to V	1791	2258	45	106	45	292	45	0	0	0	0
	RP-EB290 to V	1792	2258	45	106	45	292	45	0	0	0	0
	RP-EB290 to V	1793	2258	45	106	45	292	45	0	0	0	0
	RP-EB290 to V	1794	2258	45	106	45	292	45	0	0	0	0
	RP-EB290 to V	1795	2258	45	106	45	292	45	0	0	0	0
	RP-EB290 to V	1796	2258	45	106	45	292	45	0	0	0	0
	RP-EB290 to V	1797	2258	45	106	45	292	45	0	0	0	0
	RP-EB290 to V	1798										
[3an] RP-EB290 to WB88	RP-EB290 to V	1799	1355	45	64	45	175	45	0	0	0	0
	RP-EB290 to V	1800	1355	45	64	45	175	45	0	0	0	0
	RP-EB290 to V	1801	1355	45	64	45	175	45	0	0	0	0
	RP-EB290 to V	1802	1355	45	64	45	175	45	0	0	0	0
	RP-EB290 to V	1803	1355	45	64	45	175	45	0	0	0	0
	RP-EB290 to V	1804	1355	45	64	45	175	45	0	0	0	0
	RP-EB290 to V	1805										
[3ac] RP-EB290 to SB294	RP-EB290 to S	1806	903	45	42	45	117	45	0	0	0	0
	RP-EB290 to S	1807	903	45	42	45	117	45	0	0	0	0
	RP-EB290 to S	1808	903	45	42	45	117	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-EB290 to S	1809	903	45	42	45	117	45	0	0	0	0
	RP-EB290 to S	1810	903	45	42	45	117	45	0	0	0	0
	RP-EB290 to S	1811	903	45	42	45	117	45	0	0	0	0
	RP-EB290 to S	1812										
[3b]	RP-SB294 to WB88/EB290	1813	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1814	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1815	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1816	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1817	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1818	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1819	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1820	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1821	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1822	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1823	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1824	3250	45	153	45	421	45	0	0	0	0
	RP-SB294 to W	1825										
[3ba]	RP-SB294 to EB290	1826	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1827	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1828	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1829	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1830	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1831	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1832	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1833	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1834	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1835	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1836	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1837	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1838	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1839	390	45	18	45	51	45	0	0	0	0
	RP-SB294 to I	1840										
[3bb]	RP-SB294 to WB88	1841	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to W	1842	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to W	1843	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to W	1844	2860	45	135	45	370	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-SB294 to \	1845	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to \	1846	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to \	1847	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to \	1848	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to \	1849	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to \	1850	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to \	1851	2860	45	135	45	370	45	0	0	0	0
	RP-SB294 to \	1852										
[3d] RP-WB290 to NB294	RP-WB290 to	1853	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1854	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1855	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1856	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1857	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1858	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1859	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1860	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1861	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1862	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1863	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1864	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1865	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1866	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1867	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1868	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1869	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1870	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1871	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1872	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1873	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1874	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1875	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1876	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1877	510	40	24	40	66	40	0	0	0	0
	RP-WB290 to	1878										
[4a] RP-WB Lake St to WB290	RP-WB Lake S	1879	3674	40	173	40	475	40	0	0	0	0
	RP-WB Lake S	1880	3674	40	173	40	475	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-WB Lake S	1881	3674	40	173	40	475	40	0	0	0	0
	RP-WB Lake S	1882										
[4c] RP-WB290 to WB North Ave	RP-WB290 to	1883	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1884	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1885	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1886	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1887	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1888	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1889	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1890	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1891	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1892	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1893	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1894	845	30	40	30	109	30	0	0	0	0
	RP-WB290 to	1895										
[4d] RP-SB294 to WB290	RP-SB294 to \	1896	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1897	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1898	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1899	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1900	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1901	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1902	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1903	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1904	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1905	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1906	1289	25	61	25	167	25	0	0	0	0
	RP-SB294 to \	1907										
[4e] RP-WB290 to EB Lake St	RP-WB290 to	1908	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1909	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1910	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1911	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1912	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1913	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1914	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1915	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1916	1127	30	53	30	146	30	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-WB290 to	1917	1127	30	53	30	146	30	0	0	0	0
	RP-WB290 to	1918										
[4b] RP-WB North Ave to WB290	RP-WB North	1919	789	40	37	40	102	40	0	0	0	0
	RP-WB North	1920	789	40	37	40	102	40	0	0	0	0
	RP-WB North	1921										
[4g] RP-EB North Ave/Lake St to NB294	RP-EB North	1922	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1923	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1924	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1925	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1926	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1927	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1928	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1929	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1930	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1931	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1932	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1933	1078	25	51	25	139	25	0	0	0	0
	RP-EB North	1934										
[4h] RP-EB North Ave to EB290	RP-EB North	1935	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1936	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1937	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1938	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1939	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1940	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1941	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1942	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1943	563	45	27	45	73	45	0	0	0	0
	RP-EB North	1944										
[4s] RP-EB St. Charles to EB290	RP-EB St. Cha	1945	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1946	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1947	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1948	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1949	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1950	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1951	270	45	13	45	35	45	0	0	0	0
	RP-EB St. Cha	1952	270	45	13	45	35	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-EB St. Charles	1953										
[4u] RP-EB290 to EB St. Charles	RP-EB290 to EB St. Charles	1954	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to EB St. Charles	1955	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to EB St. Charles	1956	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to EB St. Charles	1957	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to EB St. Charles	1958	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to EB St. Charles	1959	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to EB St. Charles	1960	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to EB St. Charles	1961	620	30	29	30	80	30	0	0	0	0
	RP-EB290 to EB St. Charles	1962										
[4v] RP-EB290 to WB St. Charles	RP-EB290 to WB St. Charles	1963	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to WB St. Charles	1964	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to WB St. Charles	1965	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to WB St. Charles	1966	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to WB St. Charles	1967	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to WB St. Charles	1968	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to WB St. Charles	1969	248	30	12	30	32	30	0	0	0	0
	RP-EB290 to WB St. Charles	1970	248	30	0	30	32	30	0	0	0	0
	RP-EB290 to WB St. Charles	1971										
[4w] RP-WB St. Charles to EB290	RP-WB St. Charles to EB290	1972	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles to EB290	1973	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles to EB290	1974	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles to EB290	1975	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles to EB290	1976	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles to EB290	1977	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles to EB290	1978	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles to EB290	1979	135	45	6	45	18	45	0	0	0	0
	RP-WB St. Charles to EB290	1980										
[4y] RP-WB290 to WB St. Charles	RP-WB290 to WB St. Charles	1981	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to WB St. Charles	1982	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to WB St. Charles	1983	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to WB St. Charles	1984	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to WB St. Charles	1985	237	30	11	30	31	30	0	0	0	0
	RP-WB290 to WB St. Charles	1986										
[4z] RP-WB St. Charles to WB290	RP-WB St. Charles to WB290	1987	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Charles to WB290	1988	597	45	28	45	77	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-WB St. Ch	1989	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	1990	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	1991	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	1992	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	1993	597	45	28	45	77	45	0	0	0	0
	RP-WB St. Ch	1994										
OS-SB294	OS-SB294-01	1995	0	0	0	0	0	0	0	0	0	0
	OS-SB294-02	1996	0	0	0	0	0	0	0	0	0	0
	OS-SB294-03	1997	0	0	0	0	0	0	0	0	0	0
	OS-SB294-04	1998	0	0	0	0	0	0	0	0	0	0
	OS-SB294-05	1999	0	0	0	0	0	0	0	0	0	0
	OS-SB294-06	2000	0	0	0	0	0	0	0	0	0	0
	OS-SB294-07	2001	0	0	0	0	0	0	0	0	0	0
	OS-SB294-08	2002	0	0	0	0	0	0	0	0	0	0
	OS-SB294-09	2003	0	0	0	0	0	0	0	0	0	0
	OS-SB294-10	2004	0	0	0	0	0	0	0	0	0	0
	OS-SB294-11	2005	0	0	0	0	0	0	0	0	0	0
	OS-SB294-12	2006	0	0	0	0	0	0	0	0	0	0
	OS-SB294-13	2007	0	0	0	0	0	0	0	0	0	0
	OS-SB294-14	2008	0	0	0	0	0	0	0	0	0	0
	OS-SB294-15	2009	0	0	0	0	0	0	0	0	0	0
	OS-SB294-16	2010	0	0	0	0	0	0	0	0	0	0
	OS-SB294-17	2011	0	0	0	0	0	0	0	0	0	0
	OS-SB294-18	2012	0	0	0	0	0	0	0	0	0	0
	OS-SB294-19	2013	0	0	0	0	0	0	0	0	0	0
	OS-SB294-20	2014	0	0	0	0	0	0	0	0	0	0
	OS-SB294-21	2015	0	0	0	0	0	0	0	0	0	0
	OS-SB294-22	2016										
OS-NB294	OS-NB294-01	2017	0	0	0	0	0	0	0	0	0	0
	OS-NB294-02	2018	0	0	0	0	0	0	0	0	0	0
	OS-NB294-03	2019	0	0	0	0	0	0	0	0	0	0
	OS-NB294-04	2020	0	0	0	0	0	0	0	0	0	0
	OS-NB294-05	2021	0	0	0	0	0	0	0	0	0	0
	OS-NB294-06	2022	0	0	0	0	0	0	0	0	0	0
	OS-NB294-07	2023	0	0	0	0	0	0	0	0	0	0
	OS-NB294-08	2024	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	OS-NB294-09	2025	0	0	0	0	0	0	0	0	0	0
	OS-NB294-10	2026	0	0	0	0	0	0	0	0	0	0
	OS-NB294-11	2027	0	0	0	0	0	0	0	0	0	0
	OS-NB294-12	2028	0	0	0	0	0	0	0	0	0	0
	OS-NB294-13	2029	0	0	0	0	0	0	0	0	0	0
	OS-NB294-14	2030	0	0	0	0	0	0	0	0	0	0
	OS-NB294-15	2031	0	0	0	0	0	0	0	0	0	0
	OS-NB294-16	2032	0	0	0	0	0	0	0	0	0	0
	OS-NB294-17	2033	0	0	0	0	0	0	0	0	0	0
	OS-NB294-18	2034	0	0	0	0	0	0	0	0	0	0
	OS-NB294-19	2035	0	0	0	0	0	0	0	0	0	0
	OS-NB294-20	2036	0	0	0	0	0	0	0	0	0	0
	OS-NB294-21	2037	0	0	0	0	0	0	0	0	0	0
	OS-NB294-22	2038										
[7a] RP-SB294 to WB Irving Park	RP-SB294 to \	2039	949	30	44	30	123	30	0	0	0	0
	RP-SB294 to \	2040	949	30	44	30	123	30	0	0	0	0
	RP-SB294 to \	2041	949	30	44	30	123	30	0	0	0	0
	RP-SB294 to \	2042	949	30	44	30	123	30	0	0	0	0
	RP-SB294 to \	2043	949	30	44	30	123	30	0	0	0	0
	RP-SB294 to \	2044	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2045	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2046	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2047	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2048	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2049	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2050	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2051	221	30	10	30	29	30	0	0	0	0
	RP-SB294 to \	2052										
[7c] RP-SB294 to EB Irving Park	RP-SB294 to l	2053	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to l	2054	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to l	2055	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to l	2056	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to l	2057	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to l	2058	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to l	2059	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to l	2060	728	45	34	45	94	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-SB294 to I	2061	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to I	2062	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to I	2063	728	45	34	45	94	45	0	0	0	0
	RP-SB294 to I	2064										
[7e] RP-EB Irving Park to NB294	RP-EB Irving P	2065	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2066	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2067	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2068	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2069	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2070	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2071	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2072	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2073	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2074	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2075	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2076	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2077	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2078	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2079	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2080	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2081	449	45	21	45	58	45	0	0	0	0
	RP-EB Irving P	2082										
[7f] RP-WB Irving Park to NB294	RP-WB Irving	2083	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2084	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2085	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2086	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2087	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2088	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2089	911	45	43	45	118	45	0	0	0	0
	RP-WB Irving	2090										
[9a] RP-EB/WB Balmoral to SB294	RP-EB/WB Ba	2091	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2092	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2093	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2094	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2095	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2096	571	45	27	45	74	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Tri-State (4224)

	RP-EB/WB Ba	2097	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2098	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2099	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2100	571	45	27	45	74	45	0	0	0	0
	RP-EB/WB Ba	2101										
[9b] RP-NB294 to EB/WB Balmoral	RP-NB294 to	2102	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2103	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2104	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2105	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2106	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2107	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2108	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2109	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2110	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2111	513	35	24	35	66	35	0	0	0	0
	RP-NB294 to	2112										
[10a] RP-EB190 to SB294	RP-EB190 to	2113	1530	45	72	45	198	45	0	0	0	0
	RP-EB190 to	2114	1530	45	72	45	198	45	0	0	0	0
	RP-EB190 to	2115	1530	45	72	45	198	45	0	0	0	0
	RP-EB190 to	2116										
[10b] RP-NB294 to WB190	RP-NB294 to	2117	2217	45	104	45	287	45	0	0	0	0
	RP-NB294 to	2118	2217	45	104	45	287	45	0	0	0	0
	RP-NB294 to	2119	2217	45	104	45	287	45	0	0	0	0
	RP-NB294 to	2120										

INPUT: RECEIVERS

Tri-State (4224)

Prairie Engineers						13 November 2017					
Bryan Cross						TNM 2.5					
INPUT: RECEIVERS											
PROJECT/CONTRACT:		Tri-State (4224)									
RUN:		Build Case (2040yr) - Alt 8, Aug19/Nov11									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
RR-01	1	10	1,110,647.8	1,934,657.1	635.00	4.92	73.60	71	10.0	8.0	Y
RR-02	2	2	1,109,969.5	1,935,434.4	642.00	4.92	70.00	71	10.0	8.0	Y
RR-03	3	1	1,110,546.2	1,933,137.6	639.00	4.92	65.00	66	10.0	8.0	Y
RR-04	4	16	1,109,939.5	1,932,581.6	642.10	4.92	72.30	71	10.0	8.0	Y
RR-05	5	200	1,110,354.9	1,932,523.0	640.80	4.92	63.30	66	10.0	8.0	Y
RR-06	6	25	1,109,643.9	1,931,064.6	649.40	4.92	65.20	66	10.0	8.0	Y
RR-07	7	10	1,109,436.9	1,930,348.5	640.00	4.92	70.80	71	10.0	8.0	Y
RR-08	8	1	1,108,547.6	1,928,761.2	641.40	4.92	65.20	66	10.0	8.0	Y
RR-09	9	281	1,108,130.9	1,927,878.4	637.80	4.92	64.40	66	10.0	8.0	Y
RR-10	10	8	1,106,886.1	1,927,043.8	644.00	4.92	68.50	71	10.0	8.0	Y
RR-11	11	431	1,107,311.9	1,925,782.1	640.60	4.92	64.10	66	10.0	8.0	Y
RR-12	12	59	1,106,279.2	1,922,680.5	644.30	4.92	71.60	66	10.0	8.0	Y
RR-13	13	0	1,098,448.6	1,919,457.9	656.30	4.92	0.00	0	10.0	0.0	
RR-14	14	0	1,096,526.2	1,917,995.4	670.40	4.92	0.00	0	10.0	0.0	
RR-15	15	0	1,096,460.2	1,917,519.1	654.80	4.92	0.00	0	10.0	0.0	
RR-16	16	0	1,096,491.6	1,912,890.2	669.50	4.92	0.00	0	10.0	0.0	
RR-17	17	0	1,096,528.0	1,909,232.6	662.40	4.92	0.00	0	10.0	0.0	
RR-18	18	4	1,097,339.2	1,908,025.6	671.80	4.92	68.10	66	10.0	8.0	Y
RR-19	19	4	1,096,162.2	1,907,146.8	676.50	4.92	68.20	66	10.0	8.0	Y
RR-20	20	27	1,096,393.9	1,907,305.5	672.80	4.92	69.00	66	10.0	8.0	Y
RR-21	21	1	1,096,400.4	1,906,263.9	670.10	4.92	65.40	66	10.0	8.0	Y
RR-22	22	14	1,096,460.2	1,905,345.9	668.00	4.92	65.20	66	10.0	8.0	Y

INPUT: RECEIVERS

Tri-State (4224)

RR-23	23	146	1,097,190.8	1,904,981.2	672.40	4.92	66.70	66	10.0	8.0	Y
RR-24	24	2	1,097,459.0	1,902,541.2	675.20	4.92	67.30	66	10.0	8.0	Y
RR-25	25	12	1,096,396.0	1,901,519.2	688.50	4.92	68.50	66	10.0	8.0	Y
RR-26	26	126	1,097,162.6	1,900,921.9	691.20	4.92	63.30	66	10.0	8.0	Y
RR-27	27	5	1,097,370.5	1,900,132.4	694.30	4.92	63.90	66	10.0	8.0	Y
RR-28	28	97	1,096,487.2	1,899,323.2	691.80	4.92	63.00	66	10.0	8.0	Y
RR-29	29	169	1,097,304.5	1,899,230.2	685.90	4.92	63.20	66	10.0	8.0	Y
RR-30	30	50	1,097,084.0	1,897,215.8	694.50	4.92	63.90	66	10.0	8.0	Y
RR-31	31	29	1,097,748.1	1,897,318.6	684.80	4.92	69.90	66	10.0	8.0	Y
RR-32	32	36	1,096,628.2	1,894,737.2	696.10	4.92	75.50	66	10.0	8.0	Y
RR-33	33	35	1,098,694.6	1,895,719.1	697.10	4.92	65.50	66	10.0	8.0	Y
RR-34	34	5	1,097,149.2	1,893,912.6	686.10	4.92	69.10	66	10.0	8.0	Y
RR-35	35	1	1,097,818.2	1,893,318.8	682.10	4.92	69.20	66	10.0	8.0	Y
RR-36	36	2	1,097,882.8	1,892,613.1	683.90	4.92	73.30	71	10.0	8.0	Y
RR-37	37	1	1,098,145.8	1,892,535.0	680.70	4.92	67.30	66	10.0	8.0	Y
RR-38	38	33	1,096,687.4	1,891,678.2	684.30	4.92	62.70	66	10.0	8.0	Y
RR-39	39	87	1,097,321.2	1,891,419.8	681.50	4.92	62.30	66	10.0	8.0	Y
RR-40	40	3	1,096,566.8	1,891,097.9	689.90	4.92	61.50	66	10.0	8.0	Y
RR-41	41	23	1,096,799.4	1,890,537.6	685.30	4.92	62.00	66	10.0	8.0	Y
RR-42	42	7	1,096,736.9	1,889,605.2	688.00	4.92	70.90	71	10.0	8.0	Y
RR-13	Part of excluded area (E-O Bypass Coverage)										
RR-14	Part of excluded area (E-O Bypass Coverage)										
RR-15	Part of excluded area (E-O Bypass Coverage)										
RR-16	Part of excluded area (E-O Bypass Coverage)										
RR-17	Part of excluded area (E-O Bypass Coverage)										

Prairie Engineers	13 November 2017
Bryan Cross	TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: Tri-State (4224)
 RUN: Build Case (2040yr) - Alt 8, Aug19/Nov11

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	\$ per	\$ per	Top	Run:Rise	\$ per			X	Y	Z	at	Seg	Ht	Perturbs	On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft			ft	ft	ft	ft	ment				tions?
Barrier1 - SB	W	0.00	99.99	0.00				0.00	NW-01-01	1	1,096,806.9	1,889,935.8	689.00	18.00	0.00	0	0		
									NW-01-02	2	1,096,816.6	1,890,028.8	689.00	18.00	0.00	0	0		
									NW-01-03	3	1,096,835.0	1,890,231.9	689.50	18.00	0.00	0	0		
									NW-01-04	4	1,096,843.8	1,890,320.8	689.30	18.00	0.00	0	0		
									NW-01-05	5	1,096,852.5	1,890,325.4	689.30	19.50	0.00	0	0		
									NW-01-06	6	1,096,853.4	1,890,430.8	689.30	19.50	0.00	0	0		
									NW-01-07	7	1,096,854.4	1,890,584.6	689.60	19.50	0.00	0	0		
									NW-01-08	8	1,096,852.2	1,890,674.8	691.10	15.20	0.00	0	0		
									NW-01-09	9	1,096,852.0	1,890,777.0	692.00	15.20	0.00	0	0		
									NW-01-10	10	1,096,851.9	1,890,924.4	693.00	15.20	0.00	0	0		
									NW-01-11	11	1,096,851.2	1,891,030.8	694.00	15.20	0.00	0	0		
									NW-01-12	12	1,096,857.5	1,891,097.6	694.20	15.20	0.00	0	0		
									NW-01-13	13	1,096,869.5	1,891,222.8	695.60	15.20	0.00	0	0		
									NW-01-14	14	1,096,889.8	1,891,362.5	697.00	15.20	0.00	0	0		
									NW-01-15	15	1,096,908.6	1,891,471.0	696.90	15.20	0.00	0	0		
									NW-01-16	16	1,096,933.4	1,891,622.9	697.30	15.20	0.00	0	0		
									NW-01-17	17	1,096,949.6	1,891,715.5	696.90	15.20	0.00	0	0		
									NW-01-18	18	1,096,973.8	1,891,862.0	698.00	15.20	0.00	0	0		
									NW-01-19	19	1,096,988.8	1,891,949.4	696.60	15.20	0.00	0	0		
									NW-01-20	20	1,097,001.0	1,892,036.9	696.50	15.20	0.00	0	0		
									NW-01-21	21	1,097,026.0	1,892,189.8	693.90	15.20	0.00	0	0		
									NW-01-22	22	1,097,032.2	1,892,219.0	693.90	15.20	0.00	0	0		
									NW-01-23	23	1,097,033.2	1,892,219.8	693.90	15.00	0.00	0	0		
									NW-01-24	24	1,097,018.2	1,892,312.9	686.40	15.00					
Barrier2 - SB294	W	0.00	99.99	0.00				0.00	NW-02-01	25	1,097,173.4	1,892,574.0	700.00	16.70	0.00	0	0		
									NW-02-02	26	1,097,138.5	1,892,413.9	700.00	16.70	0.00	0	0		
									NW-02-03	27	1,097,123.8	1,892,351.1	701.60	16.70	0.00	0	0		
									NW-02-04	28	1,097,095.1	1,892,234.8	701.20	16.70					
Barrier3 - SB294	W	0.00	99.99	0.00				0.00	NW-03-01	29	1,097,398.8	1,893,587.8	699.00	18.50	0.00	0	0		
									NW-03-02	30	1,097,500.8	1,894,153.1	702.80	18.50	0.00	0	0		
									NW-03-03	31	1,097,505.8	1,894,281.6	701.30	18.50					
Barrier4 - SB294	W	0.00	99.99	0.00				0.00	NW-04-01	32	1,097,254.1	1,896,733.5	714.00	18.00	0.00	0	0		
									NW-04-02	33	1,097,299.9	1,896,433.8	713.00	18.00	0.00	0	0		
									NW-04-03	34	1,097,337.5	1,896,167.9	716.00	18.00	0.00	0	0		
									NW-04-04	35	1,097,364.0	1,896,002.8	717.00	18.00	0.00	0	0		

INPUT: BARRIERS

Tri-State (4224)

									NW-04-05	36	1,097,381.2	1,895,797.1	716.00	18.00	0.00	0	0		
									NW-04-06	37	1,097,362.8	1,895,629.9	715.00	18.00	0.00	0	0		
									NW-04-07	38	1,097,307.9	1,895,450.8	710.90	18.00	0.00	0	0		
									NW-04-08	39	1,097,275.2	1,895,387.4	703.20	18.00					
Barrier5 - SB294	W	0.00	99.99	0.00			0.00		NW-05-01	40	1,097,225.1	1,896,883.8	714.00	16.30	0.00	0	0	Y	
									NW-05-02	41	1,097,251.9	1,896,735.9	714.00	16.30					
Barrier6 - SB294	W	0.00	99.99	0.00			0.00		NW-06-01	42	1,097,104.0	1,897,552.9	706.20	17.30	0.00	0	0		
									NW-06-02	43	1,097,109.2	1,897,526.1	716.00	17.30	0.00	0	0		
									NW-06-03	44	1,097,159.2	1,897,244.4	715.60	17.30	0.00	0	0		
									NW-06-04	45	1,097,224.6	1,896,885.6	714.00	17.30					
Barrier7 - SB294	W	0.00	99.99	0.00			0.00		NW-07-01	46	1,097,069.2	1,897,745.8	719.00	11.30	0.00	0	0	Y	
									NW-07-02	47	1,097,104.2	1,897,551.9	716.00	11.30					
Barrier8 - SB294	W	0.00	99.99	0.00			0.00		NW-08-01	48	1,096,731.2	1,898,404.2	725.00	16.80	0.00	0	0		
									NW-08-02	49	1,096,816.2	1,898,288.8	722.00	16.80	0.00	0	0		
									NW-08-03	50	1,096,891.2	1,898,187.9	720.00	16.80	0.00	0	0		
									NW-08-04	51	1,096,972.4	1,898,055.8	720.50	16.80	0.00	0	0		
									NW-08-05	52	1,097,040.5	1,897,864.1	720.60	16.80	0.00	0	0		
									NW-08-06	235	1,097,065.9	1,897,744.8	719.00	16.80					
Barrier9 - NB294	W	0.00	99.99	0.00			0.00		NW-09-01	53	1,097,308.0	1,890,087.1	685.50	20.00	0.00	0	0		
									NW-09-02	54	1,097,239.5	1,891,773.1	686.20	20.00					
Barrier10 - NB294	W	0.00	99.99	0.00			0.00		NW-10-01	55	1,097,198.5	1,891,700.0	696.40	10.30	0.00	0	0		
									NW-10-02	56	1,097,351.6	1,892,231.0	690.50	10.30					
Barrier12 - NB294	W	0.00	99.99	0.00			0.00		NW-12-01	57	1,097,296.9	1,892,199.6	702.00	9.70	0.00	0	0		
									NW-12-02	58	1,097,329.8	1,892,349.5	702.00	9.70	0.00	0	0		
									NW-12-03	59	1,097,343.1	1,892,408.5	700.40	9.70	0.00	0	0		
									NW-12-04	60	1,097,383.9	1,892,589.9	700.00	9.70					
Barrier13 - NB294	W	0.00	99.99	0.00			0.00		NW-13-01	61	1,097,604.9	1,896,628.9	710.00	14.70	0.00	0	0		
									NW-13-02	62	1,097,568.0	1,896,807.4	711.50	14.70					
Barrier14 - NB294	W	0.00	99.99	0.00			0.00		NW-14-01	63	1,097,568.0	1,896,807.4	711.50	16.30	0.00	0	0	Y	
									NW-14-02	64	1,097,528.2	1,896,990.8	712.00	16.30					
Barrier15 - NB294	W	0.00	99.99	0.00			0.00		NW-15-01	65	1,097,528.2	1,896,990.8	712.00	14.70	0.00	0	0		
									NW-15-02	66	1,097,430.9	1,897,488.0	716.00	14.70					
Barrier16 - NB294	W	0.00	99.99	0.00			0.00		NW-16-01	67	1,097,430.9	1,897,488.0	717.00	11.00	0.00	0	0	Y	
									NW-16-02	68	1,097,410.1	1,897,684.6	719.00	11.00					
Barrier17 - NB294	W	0.00	99.99	0.00			0.00		NW-17-01	69	1,097,307.5	1,899,037.2	715.00	7.00	0.00	0	0		
									NW-17-02	70	1,097,192.1	1,899,216.4	718.20	7.00	0.00	0	0		
									NW-17-03	71	1,097,133.4	1,899,437.2	717.80	7.00	0.00	0	0		
									NW-17-04	72	1,097,108.4	1,899,558.8	721.00	13.00	0.00	0	0		
									NW-17-05	73	1,097,090.9	1,899,742.1	720.90	13.00	0.00	0	0		
									NW-17-06	74	1,097,082.0	1,899,844.0	720.80	13.00	0.00	0	0		
									NW-17-07	75	1,097,076.9	1,899,938.1	720.80	13.00					
Barrier18 - NB294	W	0.00	99.99	0.00			0.00		NW-18-01	76	1,097,069.8	1,899,947.8	720.00	10.30	0.00	0	0	Y	
									NW-18-02	77	1,097,068.2	1,900,351.9	720.00	10.30					
Barrier19 - NB294	W	0.00	99.99	0.00			0.00		NW-19-01	78	1,097,075.9	1,900,353.8	720.00	18.70	0.00	0	0		
									NW-19-02	79	1,097,084.6	1,900,536.4	717.60	18.70	0.00	0	0		
									NW-19-03	80	1,097,095.4	1,900,755.1	713.30	18.70	0.00	0	0		
									NW-19-04	81	1,097,110.2	1,900,875.8	710.20	18.70	0.00	0	0		
									NW-19-05	82	1,097,128.4	1,900,995.6	707.60	18.70	0.00	0	0		
									NW-19-06	83	1,097,154.5	1,901,141.4	704.40	18.70	0.00	0	0		

INPUT: BARRIERS

Tri-State (4224)

									NW-19-07	84	1,097,217.8	1,901,477.4	697.80	18.70	0.00	0	0		
									NW-19-08	85	1,097,279.1	1,901,765.9	690.30	18.70	0.00	0	0		
									NW-19-09	86	1,097,312.6	1,901,935.8	687.70	18.70	0.00	0	0		
									NW-19-10	87	1,097,322.1	1,901,984.2	686.00	18.70					
Barrier20 - NB294	W	0.00	99.99	0.00			0.00		NW-20-01	88	1,097,320.8	1,901,985.2	686.00	19.30	0.00	0	0		
									NW-20-02	89	1,097,342.8	1,902,092.0	684.30	19.30	0.00	0	0		
									NW-20-03	90	1,097,370.1	1,902,251.2	681.90	19.30	0.00	0	0		
									NW-20-04	91	1,097,398.2	1,902,413.8	678.00	19.30	0.00	0	0		
									NW-20-05	92	1,097,424.1	1,902,582.0	678.40	19.30					
Barrier21 - NB294	W	0.00	99.99	0.00			0.00		NW-21-01	93	1,097,440.9	1,902,737.0	673.80	18.70	0.00	0	0		
									NW-21-02	94	1,097,452.2	1,902,869.0	670.90	18.70	0.00	0	0		
									NW-21-03	95	1,097,458.5	1,903,015.6	667.70	18.70	0.00	0	0		
									NW-21-04	96	1,097,460.8	1,903,017.6	667.70	18.30	0.00	0	0		
									NW-21-05	97	1,097,460.5	1,903,150.2	670.30	18.30	0.00	0	0		
									NW-21-06	98	1,097,460.4	1,903,262.8	670.60	18.30	0.00	0	0		
									NW-21-07	99	1,097,454.8	1,903,362.2	672.10	18.30	0.00	0	0		
									NW-21-08	100	1,097,446.0	1,903,480.5	674.00	18.30	0.00	0	0		
									NW-21-09	101	1,097,435.6	1,903,573.2	674.60	18.30	0.00	0	0		
									NW-21-10	102	1,097,420.0	1,903,694.0	676.50	18.30	0.00	0	0		
									NW-21-11	103	1,097,394.0	1,903,833.6	677.40	18.30	0.00	0	0		
									NW-21-12	104	1,097,368.1	1,903,956.5	678.20	18.30	0.00	0	0		
									NW-21-13	105	1,097,335.2	1,904,121.2	681.40	18.30	0.00	0	0		
									NW-21-14	106	1,097,325.5	1,904,166.2	680.10	18.30	0.00	0	0		
									NW-21-15	107	1,097,292.1	1,904,357.5	678.90	18.30					
Barrier22 - NB294	W	0.00	99.99	0.00			0.00		NW-22-01	108	1,097,285.8	1,904,335.4	679.50	15.50	0.00	0	0		
									NW-22-02	109	1,097,279.5	1,904,363.2	685.40	15.50	0.00	0	0		
									NW-22-03	110	1,097,248.9	1,904,489.8	687.80	15.50	0.00	0	0		
									NW-22-04	111	1,097,215.8	1,904,627.5	688.90	15.50	0.00	0	0		
									NW-22-05	112	1,097,195.8	1,904,710.2	691.70	15.50	0.00	0	0		
									NW-22-06	113	1,097,139.5	1,904,943.0	693.90	15.50	0.00	0	0		
									NW-22-07	114	1,097,080.9	1,905,186.2	697.00	15.50					
Barrier23 - NB294	W	0.00	99.99	0.00			0.00		NW-23-01	115	1,106,058.8	1,922,658.2	681.40	11.00	0.00	0	0	Y	
									NW-23-02	116	1,106,129.1	1,922,779.8	679.00	11.00	0.00	0	0	Y	
									NW-23-03	117	1,106,220.2	1,922,934.2	676.60	11.00	0.00	0	0	Y	
									NW-23-04	118	1,106,274.1	1,923,043.8	673.00	11.00	0.00	0	0	Y	
									NW-23-05	119	1,106,312.2	1,923,129.6	672.00	11.00					
Barrier24 - NB294	W	0.00	99.99	0.00			0.00		NW-24-01	120	1,106,314.6	1,923,132.6	672.00	14.00	0.00	0	0		
									NW-24-02	121	1,106,342.9	1,923,198.8	671.70	14.00	0.00	0	0		
									NW-24-03	122	1,106,422.8	1,923,403.1	667.60	14.00	0.00	0	0		
									NW-24-04	123	1,106,442.8	1,923,449.9	666.50	14.00					
Barrier25 - NB294	W	0.00	99.99	0.00			0.00		NW-25-01	124	1,107,115.8	1,925,422.2	643.80	18.70	0.00	0	0		
									NW-25-02	125	1,107,121.2	1,925,576.4	641.00	18.70	0.00	0	0		
									NW-25-03	126	1,107,156.0	1,925,730.6	641.60	18.70	0.00	0	0		
									NW-25-04	127	1,107,188.0	1,925,850.8	642.10	18.70	0.00	0	0		
									NW-25-05	128	1,107,295.6	1,926,213.2	644.80	18.70	0.00	0	0		
									NW-25-06	129	1,107,354.6	1,926,383.4	649.00	18.70	0.00	0	0		
									NW-25-07	130	1,107,390.8	1,926,480.6	650.80	18.70	0.00	0	0		
									NW-25-08	131	1,107,434.6	1,926,590.8	651.80	18.70	0.00	0	0		
									NW-25-09	132	1,107,457.0	1,926,644.9	652.00	18.70	0.00	0	0		

INPUT: BARRIERS

Tri-State (4224)

									NW-25-10	133	1,107,492.8	1,926,726.8	654.50	18.70					
Barrier27 - NB294	W	0.00	99.99	0.00			0.00	NW-27-01	134	1,107,962.8	1,927,174.6	640.00	12.00	0.00	0	0			
								NW-27-02	135	1,107,913.5	1,927,298.6	645.70	14.00	0.00	0	0			
								NW-27-03	136	1,107,925.4	1,927,431.6	647.60	16.00	0.00	0	0			
								NW-27-04	137	1,107,942.8	1,927,477.6	648.90	21.00	0.00	0	0			
								NW-27-05	138	1,107,965.4	1,927,539.2	651.10	21.00	0.00	0	0			
								NW-27-06	139	1,107,995.8	1,927,634.8	648.60	21.00	0.00	0	0			
								NW-27-07	140	1,108,085.2	1,927,851.8	646.00	16.00	0.00	0	0			
								NW-27-08	141	1,108,150.5	1,927,994.8	646.00	16.00	0.00	0	0			
								NW-27-09	142	1,108,209.1	1,928,129.2	644.00	16.00	0.00	0	0			
								NW-27-10	143	1,108,352.2	1,928,438.5	642.90	16.00	0.00	0	0			
								NW-27-11	144	1,108,370.8	1,928,488.4	643.00	16.00	0.00	0	0			
								NW-27-12	145	1,108,374.2	1,928,475.2	643.00	16.00	0.00	0	0			
								NW-27-13	146	1,108,481.6	1,928,725.1	643.40	16.00	0.00	0	0			
								NW-27-14	147	1,108,587.1	1,928,954.2	645.30	16.00	0.00	0	0			
								NW-27-15	148	1,108,662.8	1,929,109.8	646.40	16.00	0.00	0	0			
								NW-27-16	149	1,108,803.8	1,929,403.5	648.90	16.00	0.00	0	0			
								NW-27-17	150	1,108,847.5	1,929,491.8	649.60	16.00	0.00	0	0			
								NW-27-18	151	1,108,953.8	1,929,712.6	651.00	16.00	0.00	0	0			
								NW-27-19	152	1,109,019.8	1,929,852.2	652.70	16.00	0.00	0	0			
								NW-27-20	153	1,109,072.5	1,929,963.2	654.20	16.00	0.00	0	0			
								NW-27-21	154	1,109,193.4	1,930,214.8	659.00	16.00	0.00	0	0			
								NW-27-22	155	1,109,258.6	1,930,354.2	660.00	16.00						
Barrier28 - NB294	W	0.00	99.99	0.00			0.00	NW-28-01	156	1,109,257.2	1,930,364.0	660.00	11.80	0.00	0	0		Y	
								NW-28-02	157	1,109,292.4	1,930,437.6	660.00	11.80						
Barrier29 - NB294	W	0.00	99.99	0.00			0.00	NW-29-01	158	1,109,292.5	1,930,438.8	660.00	13.00	0.00	0	0			
								NW-29-02	159	1,109,372.2	1,930,616.8	660.90	13.00	0.00	0	0			
								NW-29-03	160	1,109,434.5	1,930,754.8	661.00	13.00	0.00	0	0			
								NW-29-04	161	1,109,530.8	1,930,956.2	664.40	13.00	0.00	0	0			
								NW-29-05	162	1,109,613.4	1,931,135.4	664.40	13.00	0.00	0	0			
								NW-29-06	163	1,109,732.5	1,931,379.8	666.50	13.00	0.00	0	0			
								NW-29-07	164	1,109,762.2	1,931,442.2	660.10	13.00						
Barrier30 - NB294	W	0.00	99.99	0.00			0.00	NW-30-01	165	1,109,767.5	1,931,451.1	670.00	10.00	0.00	0	0		Y	
								NW-30-02	166	1,109,975.8	1,931,883.9	668.00	10.00						
Barrier31 - NB294	W	0.00	99.99	0.00			0.00	NW-31-01	167	1,109,978.0	1,931,887.8	668.00	11.00	0.00	0	0			
								NW-31-02	168	1,110,127.6	1,932,195.6	663.90	11.00	0.00	0	0			
								NW-31-03	169	1,110,129.4	1,932,196.9	663.90	10.50	0.00	0	0			
								NW-31-04	170	1,110,142.2	1,932,230.1	662.00	10.50	0.00	0	0			
								NW-31-05	171	1,110,144.5	1,932,233.4	662.00	16.00	0.00	0	0			
								NW-31-06	172	1,110,225.0	1,932,391.6	659.20	16.00	0.00	0	0			
								NW-31-07	173	1,110,281.0	1,932,511.8	657.20	16.00	0.00	0	0			
								NW-31-08	174	1,110,350.8	1,932,666.6	656.40	16.00	0.00	0	0			
								NW-31-09	175	1,110,394.8	1,932,777.4	653.40	16.00	0.00	0	0			
								NW-31-10	176	1,110,391.4	1,932,748.8	653.40	16.00	0.00	0	0			
								NW-31-11	177	1,110,419.2	1,932,835.4	652.70	16.00	0.00	0	0			
								NW-31-12	178	1,110,464.9	1,932,968.0	650.40	16.00	0.00	0	0			
								NW-31-13	179	1,110,502.8	1,933,097.2	647.50	16.00	0.00	0	0			
								NW-31-14	180	1,110,550.4	1,933,273.8	643.00	14.00						
Barrier33 - EB290	W	0.00	99.99	0.00			0.00	NW-33-01	181	1,096,146.1	1,907,938.6	669.30	10.00	0.00	0	0			

INPUT: BARRIERS

Tri-State (4224)

									NW-33-02	182	1,096,176.1	1,907,903.1	669.90	10.00	0.00	0	0		
									NW-33-03	183	1,096,257.2	1,907,787.5	672.10	10.00	0.00	0	0		
									NW-33-04	184	1,096,299.2	1,907,724.6	671.20	10.00	0.00	0	0		
									NW-33-05	185	1,096,327.6	1,907,678.2	671.40	10.00	0.00	0	0		
									NW-33-06	186	1,096,353.5	1,907,629.9	671.30	10.00	0.00	0	0		
									NW-33-07	187	1,096,379.5	1,907,566.8	670.40	12.00	0.00	0	0		
									NW-33-08	188	1,096,417.8	1,907,526.0	670.80	12.00	0.00	0	0		
									NW-33-09	189	1,096,455.2	1,907,445.6	670.90	15.00	0.00	0	0		
									NW-33-10	190	1,096,509.8	1,907,254.8	671.60	15.00	0.00	0	0		
									NW-33-11	191	1,096,552.2	1,907,100.0	676.10	15.00	0.00	0	0		
									NW-33-12	192	1,096,564.5	1,906,988.4	681.10	14.20	0.00	0	0		
									NW-33-13	193	1,096,573.1	1,906,862.4	685.00	14.20	0.00	0	0		
									NW-33-14	194	1,096,590.9	1,906,208.6	698.40	14.20					
Barrier34 - NB294	W	0.00	99.99	0.00			0.00		NW-34-01	195	1,096,590.9	1,906,208.6	698.40	14.20	0.00	0	0	Y	
									NW-34-02	196	1,096,591.1	1,905,960.2	698.60	14.20					
Barrier35 - EB290	W	0.00	99.99	0.00			0.00		NW-35-01	197	1,096,591.1	1,905,960.2	698.60	14.20	0.00	0	0		
									NW-35-02	198	1,096,591.2	1,905,640.0	691.80	14.20					
Barrier36 - EB290	W	0.00	99.99	0.00			0.00		NW-36-01	199	1,096,591.2	1,905,640.0	691.80	14.20	0.00	0	0	Y	
									NW-36-02	200	1,096,591.5	1,905,413.2	692.00	14.20					
Barrier37 - EB290	W	0.00	99.99	0.00			0.00		NW-37-01	201	1,096,591.5	1,905,413.2	690.00	14.20	0.00	0	0		
									NW-37-02	202	1,096,591.6	1,905,259.2	688.00	14.20	0.00	0	0		
									NW-37-03	203	1,096,592.0	1,904,734.0	674.60	14.20	0.00	0	0		
									NW-37-04	204	1,096,592.2	1,904,288.0	673.70	14.20	0.00	0	0		
									NW-37-05	205	1,096,572.6	1,903,919.1	675.50	14.20					
Barrier38 - EB290	W	0.00	99.99	0.00			0.00		NW-38-01	206	1,096,136.8	1,902,484.8	680.50	10.00	0.00	0	0		
									NW-38-02	207	1,096,291.2	1,902,276.6	684.00	10.00	0.00	0	0		
									NW-38-03	208	1,096,441.4	1,902,111.0	684.60	10.00	0.00	0	0		
									NW-38-04	209	1,096,537.5	1,901,908.9	683.20	10.00	0.00	0	0		
									NW-38-05	210	1,096,537.8	1,901,673.9	684.00	10.00	0.00	0	0		
									NW-38-06	211	1,096,539.1	1,901,018.8	702.00	10.00	0.00	0	0		
									NW-38-07	212	1,096,586.2	1,900,953.9	706.30	10.00	0.00	0	0		
									NW-38-08	213	1,096,598.8	1,900,878.2	709.80	11.00	0.00	0	0		
									NW-38-09	214	1,096,599.1	1,900,753.1	713.00	11.00	0.00	0	0		
									NW-38-10	215	1,096,599.8	1,900,532.8	719.50	11.00	0.00	0	0		
									NW-38-11	216	1,096,599.5	1,900,435.8	717.00	11.00	0.00	0	0		
									NW-38-12	217	1,096,609.2	1,900,379.2	716.70	11.00					
Barrier39 - EB290	W	0.00	99.99	0.00			0.00		NW-39-01	218	1,096,595.6	1,900,381.5	716.70	11.00	0.00	0	0	Y	
									NW-39-02	219	1,096,592.2	1,900,004.8	714.40	11.00					
Barrier40 - EB290	W	0.00	99.99	0.00			0.00		NW-40-01	220	1,096,587.6	1,900,004.1	714.40	11.00	0.00	0	0		
									NW-40-02	221	1,096,582.4	1,899,623.9	710.00	13.00	0.00	0	0		
									NW-40-03	222	1,096,591.0	1,899,467.8	710.00	15.00	0.00	0	0		
									NW-40-04	223	1,096,594.5	1,899,417.2	711.00	16.80	0.00	0	0		
									NW-40-05	236	1,096,566.9	1,899,311.0	713.00	16.80	0.00	0	0		
									NW-40-06	237	1,096,537.4	1,899,204.6	718.00	16.80	0.00	0	0		
									NW-40-07	238	1,096,509.6	1,899,060.8	723.00	16.80	0.00	0	0		
									NW-40-08	240	1,096,506.0	1,898,903.6	733.00	16.80					
Barrier41 - EB290	W	0.00	99.99	0.00			0.00		NW-41-01	224	1,096,521.6	1,898,919.1	733.00	16.80	0.00	0	0		
									NW-41-02	225	1,096,546.6	1,898,769.4	732.00	16.80	0.00	0	0		
									NW-41-03	226	1,096,597.4	1,898,629.2	731.00	16.80	0.00	0	0		

INPUT: BARRIERS

Tri-State (4224)

									NW-41-04	227	1,096,650.2	1,898,523.4	729.00	16.80	0.00	0	0		
									NW-41-05	228	1,096,736.6	1,898,403.5	725.00	16.80					
Barrier42 - EB88	W	0.00	99.99	0.00			0.00		NW-42-01	229	1,098,330.8	1,895,361.2	696.00	12.00	0.00	0	0		
									NW-42-02	230	1,098,630.5	1,895,702.4	698.00	12.00	0.00	0	0		
									NW-42-03	231	1,098,809.9	1,895,906.4	695.00	12.00	0.00	0	0		
									NW-42-04	232	1,099,040.8	1,896,106.1	686.00	12.00	0.00	0	0		
									NW-42-05	233	1,099,629.4	1,896,432.5	679.00	12.00	0.00	0	0		
									NW-42-06	234	1,099,792.6	1,896,456.8	684.00	12.00					
Barrier43 - WB88/SB294ramp	W	0.00	99.99	0.00			0.00		NW-43-01	241	1,097,273.2	1,895,395.4	695.50	12.00	0.00	0	0		
									NW-43-02	242	1,097,244.6	1,895,321.4	708.70	12.00	0.00	0	0		
									NW-43-03	243	1,097,170.8	1,895,200.6	705.60	12.00	0.00	0	0		
									NW-43-04	244	1,097,059.8	1,895,043.6	703.60	12.00	0.00	0	0		
									NW-43-05	245	1,096,943.4	1,894,927.2	700.50	12.00	0.00	0	0		
									NW-43-06	246	1,096,738.1	1,894,700.2	698.30	12.00	0.00	0	0		
									NW-43-07	247	1,096,578.4	1,894,516.0	697.50	12.00	0.00	0	0		
									NW-43-08	248	1,096,416.2	1,894,285.5	696.60	12.00	0.00	0	0		
									NW-43-09	249	1,096,310.2	1,894,116.6	695.60	12.00	0.00	0	0		
									NW-43-10	250	1,096,204.8	1,893,944.8	695.60	12.00	0.00	0	0		
									NW-43-11	251	1,096,114.2	1,893,793.4	695.20	12.00	0.00	0	0		
									NW-43-12	252	1,096,006.6	1,893,618.5	695.80	12.00	0.00	0	0		
									NW-43-13	253	1,095,843.8	1,893,360.1	695.60	12.00					

INPUT: TERRAIN LINES

Tri-State (4224)

Prairie Engineers			13 November 2017	
Bryan Cross			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	Tri-State (4224)			
RUN:	Build Case (2040yr) - Alt 8, Aug19/Nov11			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line11t	1	1,097,202.9	1,891,705.0	699.40
	2	1,097,444.2	1,892,532.2	688.30
Terrain Lin11b	3	1,097,203.9	1,891,705.0	681.40
	4	1,097,445.2	1,892,532.2	670.30
Terrain Line A	5	1,097,424.5	1,902,580.0	697.30
	6	1,097,426.0	1,902,599.0	697.30
	7	1,098,002.0	1,902,599.0	677.00
Terrain Line B	8	1,097,442.0	1,902,738.0	692.50
	9	1,097,442.0	1,902,723.0	692.50
	10	1,098,007.0	1,902,700.0	676.00

RESULTS: SOUND LEVELS

Tri-State (4224)

Prairie Engineers									13 November 2017			
Bryan Cross									TNM 2.5			
									Calculated with TNM 2.5			

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:	Tri-State (4224)											
RUN:	Build Case (2040yr) - Alt 8, Aug19/Nov11											
BARRIER DESIGN:	INPUT HEIGHTS											
	Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
ATMOSPHERICS:	68 deg F, 50% RH											

Receiver													
Name	No.	#DUs	No Barrier				With Barrier						
			Existing LAeq1h	LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
RR-01	1	10	73.6	72.5	71	-1.1	10	Snd Lvl	72.5	0.0	8	-8.0	
RR-02	2	2	70.0	71.5	71	1.5	10	Snd Lvl	71.5	0.0	8	-8.0	
RR-03	3	1	65.0	64.8	66	-0.2	10	----	64.8	0.0	8	-8.0	
RR-04	4	16	72.3	72.3	71	0.0	10	Snd Lvl	72.3	0.0	8	-8.0	
RR-05	5	200	63.3	63.3	66	0.0	10	----	63.3	0.0	8	-8.0	
RR-06	6	25	65.2	65.5	66	0.3	10	----	65.5	0.0	8	-8.0	
RR-07	7	10	70.8	71.2	71	0.4	10	Snd Lvl	71.2	0.0	8	-8.0	
RR-08	8	1	65.2	65.5	66	0.3	10	----	65.5	0.0	8	-8.0	
RR-09	9	281	64.4	63.9	66	-0.5	10	----	63.9	0.0	8	-8.0	
RR-10	10	8	68.5	69.6	71	1.1	10	----	69.6	0.0	8	-8.0	
RR-11	11	431	64.1	64.3	66	0.2	10	----	64.3	0.0	8	-8.0	
RR-12	12	59	71.6	72.2	66	0.6	10	Snd Lvl	72.2	0.0	8	-8.0	
RR-13	13	0	0.0	0.0	0	0.0	10	inactive	0.0	0.0	0	0.0	
RR-14	14	0	0.0	0.0	0	0.0	10	inactive	0.0	0.0	0	0.0	
RR-15	15	0	0.0	0.0	0	0.0	10	inactive	0.0	0.0	0	0.0	
RR-16	16	0	0.0	0.0	0	0.0	10	inactive	0.0	0.0	0	0.0	
RR-17	17	0	0.0	0.0	0	0.0	10	inactive	0.0	0.0	0	0.0	
RR-18	18	4	68.1	69.4	66	1.3	10	Snd Lvl	69.4	0.0	8	-8.0	
RR-19	19	4	68.2	69.3	66	1.1	10	Snd Lvl	69.3	0.0	8	-8.0	
RR-20	20	27	69.0	70.0	66	1.0	10	Snd Lvl	70.0	0.0	8	-8.0	
RR-21	21	1	65.4	66.5	66	1.1	10	Snd Lvl	66.5	0.0	8	-8.0	
RR-22	22	14	65.2	67.1	66	1.9	10	Snd Lvl	67.1	0.0	8	-8.0	
RR-23	23	146	66.7	67.0	66	0.3	10	Snd Lvl	67.0	0.0	8	-8.0	
RR-24	24	2	67.3	64.9	66	-2.4	10	----	64.9	0.0	8	-8.0	

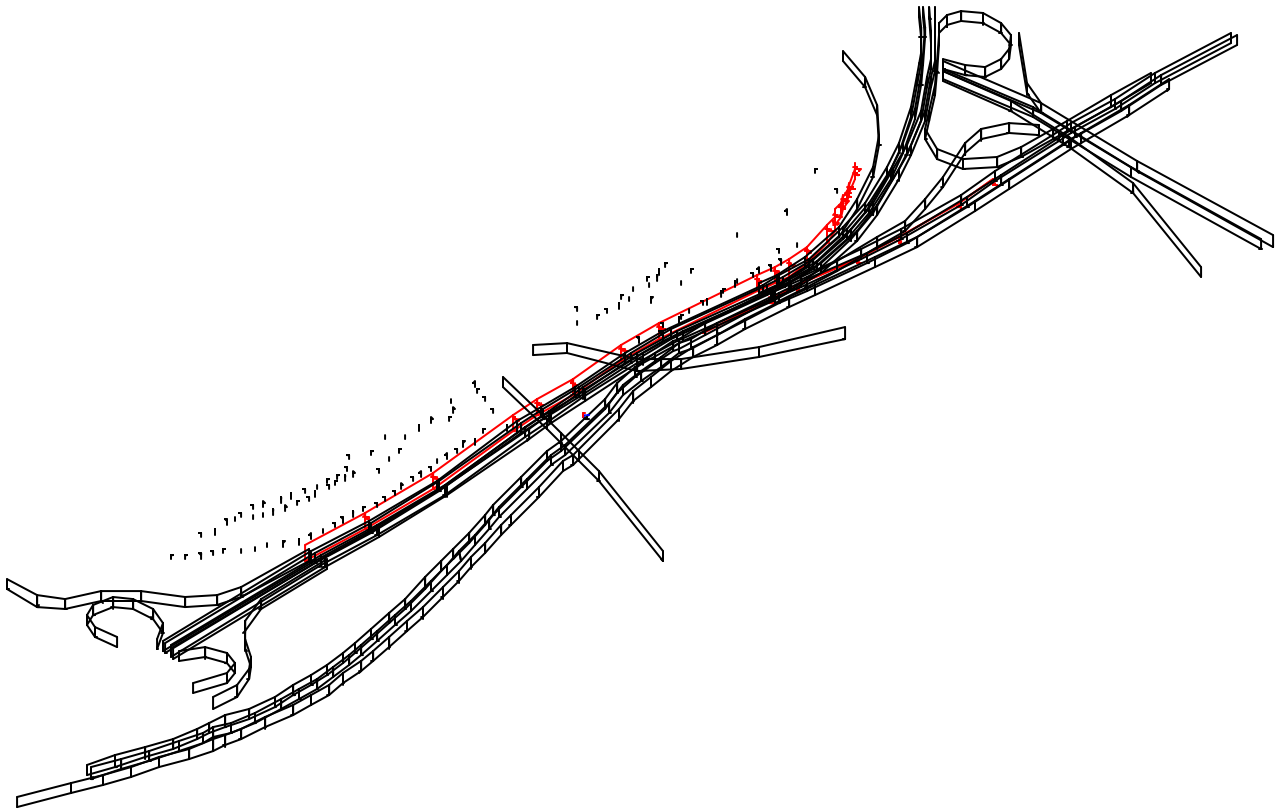
RESULTS: SOUND LEVELS

Tri-State (4224)

RR-25	25	12	68.5	70.9	66	2.4	10	Snd Lvl	70.9	0.0	8	-8.0
RR-26	26	126	63.3	64.2	66	0.9	10	----	64.2	0.0	8	-8.0
RR-27	27	5	63.9	64.2	66	0.3	10	----	64.2	0.0	8	-8.0
RR-28	28	97	63.0	64.9	66	1.9	10	----	64.9	0.0	8	-8.0
RR-29	29	169	63.2	63.5	66	0.3	10	----	63.5	0.0	8	-8.0
RR-30	30	50	63.9	64.3	66	0.4	10	----	64.3	0.0	8	-8.0
RR-31	31	29	69.9	70.5	66	0.6	10	Snd Lvl	70.5	0.0	8	-8.0
RR-32	32	36	75.5	68.1	66	-7.4	10	Snd Lvl	68.1	0.0	8	-8.0
RR-33	33	35	65.5	66.1	66	0.6	10	Snd Lvl	66.1	0.0	8	-8.0
RR-34	34	5	69.1	70.4	66	1.3	10	Snd Lvl	70.4	0.0	8	-8.0
RR-35	35	1	69.2	69.5	66	0.3	10	Snd Lvl	69.5	0.0	8	-8.0
RR-36	36	2	73.3	74.0	71	0.7	10	Snd Lvl	74.0	0.0	8	-8.0
RR-37	37	1	67.3	68.0	66	0.7	10	Snd Lvl	68.0	0.0	8	-8.0
RR-38	38	33	62.7	63.9	66	1.2	10	----	63.9	0.0	8	-8.0
RR-39	39	87	62.3	63.5	66	1.2	10	----	63.5	0.0	8	-8.0
RR-40	40	3	61.5	62.7	66	1.2	10	----	62.7	0.0	8	-8.0
RR-41	41	23	62.0	63.5	66	1.5	10	----	63.5	0.0	8	-8.0
RR-42	42	7	70.9	72.7	71	1.8	10	Snd Lvl	72.7	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		1963	0.0	0.0	0.0							
All Impacted		421	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

TNM Data

Barrier Analysis (CNE 19-22)



Build Case (2040yr) - Alt 8, Aug19/Jan20		Sheet 1 of 1	5 Mar 2018
Barrier View-18ft		Prairie Engineers	
Run name: 19-22 SecnRunPlus		Project/Contract No. Tri-State (4224)	
Scale: <DNA - due to perspective>		TNM Version 2.5, Feb 2004	
Analysis By: Bryan Cross			
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	┆—————>	Contour Zone:	polygon
Building Row:	— — — — —	Parallel Barrier:	=====
Terrain Line:	—————	Skew Section:	— — — — —>

RESULTS: SOUND LEVELS

Tri-State (4224)

Prairie Engineers									5 March 2018				
Bryan Cross									TNM 2.5				
									Calculated with TNM 2.5				
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		Tri-State (4224)											
RUN:		Build Case (2040yr) - Alt 8, Aug19/Jan20											
BARRIER DESIGN:		18ft								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
ATMOSPHERICS:		68 deg F, 50% RH											

Receiver													
Name	No.	#DUs	Existing			No Barrier		Increase over existing		With Barrier			
			LAeq1h	LAeq1h	Crit'n	Calculated	Crit'n	Type	Calculated	Noise Reduction	Goal	Calculated	
				Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	minus	
												Goal	
RR-19	19	4	68.2	72.1	66	3.9	10	Snd Lvl	67.3	4.8	5	-0.2	
RR-20	20	1	69.0	77.0	66	8.0	10	Snd Lvl	67.9	9.1	5	4.1	
RR-21	21	1	65.4	72.4	66	7.0	10	Snd Lvl	65.8	6.6	5	1.6	
RR-22	22	1	65.2	72.9	66	7.7	10	Snd Lvl	66.0	6.9	5	1.9	
20-02	43	1	0.0	76.1	66	76.1	10	Snd Lvl	67.8	8.3	5	3.3	
20-03	44	1	0.0	77.3	66	77.3	10	Snd Lvl	67.4	9.9	5	4.9	
20-04	45	1	0.0	76.4	66	76.4	10	Snd Lvl	67.0	9.4	5	4.4	
20-05	46	1	0.0	75.7	66	75.7	10	Snd Lvl	66.7	9.0	5	4.0	
20-06	47	1	0.0	75.0	66	75.0	10	Snd Lvl	66.5	8.5	5	3.5	
20-07	48	1	0.0	74.4	66	74.4	10	Snd Lvl	66.2	8.2	5	3.2	
20-08	49	1	0.0	74.4	66	74.4	10	Snd Lvl	66.1	8.3	5	3.3	
20-09	50	1	0.0	74.1	66	74.1	10	Snd Lvl	65.9	8.2	5	3.2	
20-10	51	1	0.0	74.2	66	74.2	10	Snd Lvl	65.8	8.4	5	3.4	
20-11	52	1	0.0	73.7	66	73.7	10	Snd Lvl	65.4	8.3	5	3.3	
20-12	53	1	0.0	73.5	66	73.5	10	Snd Lvl	65.3	8.2	5	3.2	
20-13	54	1	0.0	72.9	66	72.9	10	Snd Lvl	65.0	7.9	5	2.9	
20-14	55	1	0.0	72.7	66	72.7	10	Snd Lvl	64.9	7.8	5	2.8	
20-15	56	1	0.0	72.7	66	72.7	10	Snd Lvl	65.0	7.7	5	2.7	
20-16	57	1	0.0	72.3	66	72.3	10	Snd Lvl	65.0	7.3	5	2.3	
20-17	58	1	0.0	72.6	66	72.6	10	Snd Lvl	65.2	7.4	5	2.4	
20-18	59	1	0.0	71.4	66	71.4	10	Snd Lvl	65.1	6.3	5	1.3	
20-19	60	1	0.0	71.4	66	71.4	10	Snd Lvl	64.7	6.7	5	1.7	
20-20	61	1	0.0	70.2	66	70.2	10	Snd Lvl	64.2	6.0	5	1.0	
20-21	62	1	0.0	70.0	66	70.0	10	Snd Lvl	64.1	5.9	5	0.9	

RESULTS: SOUND LEVELS

Tri-State (4224)

20-22	63	1	0.0	70.7	66	70.7	10	Snd Lvl	64.3	6.4	5	1.4
20-23	64	1	0.0	69.7	66	69.7	10	Snd Lvl	63.9	5.8	5	0.8
20-24	65	1	0.0	69.6	66	69.6	10	Snd Lvl	63.9	5.7	5	0.7
20-25	66	1	0.0	69.9	66	69.9	10	Snd Lvl	64.7	5.2	5	0.2
20-26	67	1	0.0	69.8	66	69.8	10	Snd Lvl	64.2	5.6	5	0.6
20-27	68	1	0.0	69.8	66	69.8	10	Snd Lvl	64.1	5.7	5	0.7
20-28x	69	1	0.0	69.4	66	69.4	10	Snd Lvl	63.7	5.7	5	0.7
20-29x	70	1	0.0	69.4	66	69.4	10	Snd Lvl	63.7	5.7	5	0.7
20-30x	71	1	0.0	69.2	66	69.2	10	Snd Lvl	63.6	5.6	5	0.6
20-31x	72	1	0.0	69.2	66	69.2	10	Snd Lvl	63.7	5.5	5	0.5
20-32x	73	1	0.0	68.1	66	68.1	10	Snd Lvl	63.0	5.1	5	0.1
20-33x	74	1	0.0	68.8	66	68.8	10	Snd Lvl	63.5	5.3	5	0.3
22-02	75	1	0.0	72.0	66	72.0	10	Snd Lvl	64.9	7.1	5	2.1
22-03	76	1	0.0	72.4	66	72.4	10	Snd Lvl	64.5	7.9	5	2.9
22-04	77	1	0.0	72.4	66	72.4	10	Snd Lvl	64.5	7.9	5	2.9
22-05	78	1	0.0	73.1	66	73.1	10	Snd Lvl	64.5	8.6	5	3.6
22-06	79	1	0.0	73.6	66	73.6	10	Snd Lvl	64.6	9.0	5	4.0
22-07	80	1	0.0	74.7	66	74.7	10	Snd Lvl	64.7	10.0	5	5.0
22-08	81	1	0.0	75.8	66	75.8	10	Snd Lvl	65.1	10.7	5	5.7
22-09	82	1	0.0	75.9	66	75.9	10	Snd Lvl	65.3	10.6	5	5.6
22-10	83	1	0.0	76.2	66	76.2	10	Snd Lvl	65.5	10.7	5	5.7
22-11	84	1	0.0	76.4	66	76.4	10	Snd Lvl	65.7	10.7	5	5.7
22-12	85	1	0.0	76.9	66	76.9	10	Snd Lvl	65.9	11.0	5	6.0
22-13	86	1	0.0	77.1	66	77.1	10	Snd Lvl	66.0	11.1	5	6.1
22-14	87	1	0.0	77.3	66	77.3	10	Snd Lvl	66.1	11.2	5	6.2
22-15	88	1	0.0	71.4	66	71.4	10	Snd Lvl	65.8	5.6	5	0.6
22-16x	89	1	0.0	70.5	66	70.5	10	Snd Lvl	65.2	5.3	5	0.3
22-17x	90	1	0.0	69.7	66	69.7	10	Snd Lvl	64.4	5.3	5	0.3
22-18x	91	1	0.0	69.1	66	69.1	10	Snd Lvl	64.0	5.1	5	0.1
22-19x	92	1	0.0	69.1	66	69.1	10	Snd Lvl	63.6	5.5	5	0.5
22-20x	93	1	0.0	69.9	66	69.9	10	Snd Lvl	64.0	5.9	5	0.9
22-21x	94	1	0.0	70.2	66	70.2	10	Snd Lvl	63.9	6.3	5	1.3
22-22x	95	1	0.0	69.6	66	69.6	10	Snd Lvl	63.4	6.2	5	1.2
22-23x	96	1	0.0	69.6	66	69.6	10	Snd Lvl	63.2	6.4	5	1.4
22-24x	97	1	0.0	69.8	66	69.8	10	Snd Lvl	63.2	6.6	5	1.6
22-25x	98	1	0.0	69.1	66	69.1	10	Snd Lvl	62.8	6.3	5	1.3
22-26x	99	1	0.0	71.0	66	71.0	10	Snd Lvl	63.6	7.4	5	2.4
22-27x	100	1	0.0	71.1	66	71.1	10	Snd Lvl	63.6	7.5	5	2.5
22-28x	101	1	0.0	69.7	66	69.7	10	Snd Lvl	63.0	6.7	5	1.7
22-29x	102	1	0.0	72.1	66	72.1	10	Snd Lvl	64.0	8.1	5	3.1
22-30x	103	1	0.0	69.3	66	69.3	10	Snd Lvl	62.8	6.5	5	1.5

RESULTS: SOUND LEVELS

Tri-State (4224)

22-31x	104	1	0.0	70.1	66	70.1	10	Snd Lvl	63.2	6.9	5	1.9
22-32x	105	1	0.0	71.1	66	71.1	10	Snd Lvl	63.8	7.3	5	2.3
22-33x	106	1	0.0	70.8	66	70.8	10	Snd Lvl	63.6	7.2	5	2.2
22-34x	107	1	0.0	70.2	66	70.2	10	Snd Lvl	63.3	6.9	5	1.9
22-35x	108	1	0.0	70.8	66	70.8	10	Snd Lvl	63.8	7.0	5	2.0
22-36x	109	1	0.0	70.2	66	70.2	10	Snd Lvl	63.4	6.8	5	1.8
22-37x	110	1	0.0	76.9	66	76.9	10	Snd Lvl	66.3	10.6	5	5.6
22-38x	111	1	0.0	70.9	66	70.9	10	Snd Lvl	64.0	6.9	5	1.9
22-39x	112	1	0.0	70.1	66	70.1	10	Snd Lvl	63.5	6.6	5	1.6
22-40x	113	1	0.0	69.7	66	69.7	10	Snd Lvl	63.4	6.3	5	1.3
22-41x	114	1	0.0	70.6	66	70.6	10	Snd Lvl	63.9	6.7	5	1.7
22-42x	115	1	0.0	76.7	66	76.7	10	Snd Lvl	66.2	10.5	5	5.5
22-43x	116	1	0.0	76.7	66	76.7	10	Snd Lvl	66.4	10.3	5	5.3
22-44x	117	1	0.0	70.7	66	70.7	10	Snd Lvl	64.2	6.5	5	1.5
22-45x	118	1	0.0	69.3	66	69.3	10	Snd Lvl	63.2	6.1	5	1.1
22-46x	119	1	0.0	69.1	66	69.1	10	Snd Lvl	63.3	5.8	5	0.8
22-47x	120	1	0.0	70.5	66	70.5	10	Snd Lvl	64.2	6.3	5	1.3
22-48x	121	1	0.0	76.7	66	76.7	10	Snd Lvl	66.6	10.1	5	5.1
22-49x	122	1	0.0	76.6	66	76.6	10	Snd Lvl	66.9	9.7	5	4.7
22-50x	123	1	0.0	70.2	66	70.2	10	Snd Lvl	64.5	5.7	5	0.7
22-51x	124	1	0.0	68.4	66	68.4	10	Snd Lvl	63.3	5.1	5	0.1
22-52x	125	1	0.0	68.0	66	68.0	10	Snd Lvl	63.5	4.5	5	-0.5
22-53x	126	1	0.0	69.7	66	69.7	10	Snd Lvl	64.5	5.2	5	0.2
22-54x	127	1	0.0	69.3	66	69.3	10	Snd Lvl	64.6	4.7	5	-0.3
22-55x	128	1	0.0	76.2	66	76.2	10	Snd Lvl	67.8	8.4	5	3.4
22-56x	129	1	0.0	75.6	66	75.6	10	Snd Lvl	69.1	6.5	5	1.5
22-57x	130	1	0.0	73.8	66	73.8	10	Snd Lvl	69.3	4.5	5	-0.5
22-58x	131	1	0.0	71.9	66	71.9	10	Snd Lvl	68.8	3.1	5	-1.9
22-59x	132	1	0.0	68.8	66	68.8	10	Snd Lvl	64.4	4.4	5	-0.6
22-60x	133	1	0.0	67.7	66	67.7	10	Snd Lvl	63.7	4.0	5	-1.0
22-61x	134	1	0.0	67.7	66	67.7	10	Snd Lvl	63.9	3.8	5	-1.2
22-62x	135	1	0.0	67.4	66	67.4	10	Snd Lvl	63.9	3.5	5	-1.5
22-63x	136	1	0.0	70.7	66	70.7	10	Snd Lvl	68.1	2.6	5	-2.4
22-64x	137	1	0.0	69.2	66	69.2	10	Snd Lvl	66.9	2.3	5	-2.7
22-65x	138	1	0.0	67.8	66	67.8	10	Snd Lvl	65.6	2.2	5	-2.8
22-66x	139	1	0.0	66.9	66	66.9	5	Snd Lvl	64.6	2.3	5	-2.7
22-67x	140	1	0.0	67.1	66	67.1	10	Snd Lvl	64.1	3.0	5	-2.0
22-68x	141	1	0.0	66.1	66	66.1	10	Snd Lvl	63.2	2.9	5	-2.1
22-69x	142	1	0.0	65.9	66	65.9	10	----	63.7	2.2	5	-2.8
22-70x	143	1	0.0	65.2	66	65.2	10	----	63.0	2.2	5	-2.8
22-71x	144	1	0.0	64.5	66	64.5	10	----	62.3	2.2	5	-2.8

RESULTS: SOUND LEVELS

Tri-State (4224)

19-02	145	1	0.0	72.8	66	72.8	10	Snd Lvl	68.1	4.7	5	-0.3
19-03	146	1	0.0	74.7	66	74.7	10	Snd Lvl	68.3	6.4	5	1.4
19-04	147	1	0.0	69.4	66	69.4	10	Snd Lvl	68.0	1.4	5	-3.6
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		112	1.4	6.6	11.2							
All Impacted		109	1.4	6.7	11.2							
All that meet NR Goal		89	5.1	7.4	11.2							

RESULTS: BARRIER DESCRIPTIONS

Tri-State (4224)

Prairie Engineers				5 March 2018					
Bryan Cross				TNM 2.5					

RESULTS: BARRIER DESCRIPTIONS

PROJECT/CONTRACT:	Tri-State (4224)
RUN:	Build Case (2040yr) - Alt 8, Aug19/Jan20
BARRIER DESIGN:	18ft

Barriers										
Name	Type	Heights along Barrier			Length	If Wall	If Berm	Top	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
BarrierXX-test CNE 19-20	W	0.00	0.00	0.00	0	0				0
Barrier37 - EB290 CNE 20-22	W	18.20	18.20	18.20	1495	27203				816077
Barrier36 - EB290 CNE 20-22	W	18.20	18.20	18.20	227	4127				123806
Barrier35 - EB290 CNE 20-22	W	18.20	18.20	18.20	320	5829				174857
Barrier34 - NB294 CNE 20-21	W	18.20	18.20	18.20	248	4520				135613
Barrier33 - EB290 CNE 19-21	W	10.00	16.95	19.00	1837	31141				934230
									Total Cost:	2184582

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

Tri-State (4224)

Prairie Engineers												5 March 2018
Bryan Cross												TNM 2.5

RESULTS: BARRIER-SEGMENT DESCRIPTIONS

PROJECT/CONTRACT: Tri-State (4224)
RUN: Build Case (2040yr) - Alt 8, Aug19/Jan20
BARRIER DESIGN: 18ft

Barriers		Segments										
Name	Type	Name	No.	Heights	Average	Second Point	Length	If Wall Area	On Struc?	Important Reflections?	If Berm Volume	Cost
				First Point	ft	ft	ft	sq ft			cu yd	\$
BarrierXX-test CNE 19-20	W	NW-xx01	254	0.00	0.00	0.00	0	0				0
		NW-xx02	255	0.00	0.00	0.00	0	0				0
		NW-xx03	256	0.00	0.00	0.00	0	0				0
		NW-xx04	257	0.00	0.00	0.00	0	0				0
		NW-xx05	258	0.00	0.00	0.00	0	0				0
		NW-xx06	259	0.00	0.00	0.00	0	0				0
Barrier37 - EB290 CNE 20-22	W	NW-37-01	201	18.20	18.20	18.20	154	2803				84084
		NW-37-02	202	18.20	18.20	18.20	525	9560				286787
		NW-37-03	203	18.20	18.20	18.20	446	8117				243516
		NW-37-04	204	18.20	18.20	18.20	369	6723				201691
Barrier36 - EB290 CNE 20-22	W	NW-36-01	199	18.20	18.20	18.20	227	4127	Y			123806
Barrier35 - EB290 CNE 20-22	W	NW-35-01	197	18.20	18.20	18.20	320	5829				174857
Barrier34 - NB294 CNE 20-21	W	NW-34-01	195	18.20	18.20	18.20	248	4520	Y			135613
Barrier33 - EB290 CNE 19-21	W	NW-33-01	181	10.00	10.00	10.00	46	465				13944
		NW-33-02	182	10.00	10.00	10.00	141	1412				42374
		NW-33-03	183	12.00	12.00	12.00	76	907				27221
		NW-33-04	184	14.00	14.00	14.00	54	761				22834
		NW-33-05	185	16.00	16.00	16.00	55	878				26333
		NW-33-06	186	16.00	17.00	18.00	68	1161				34818
		NW-33-07	187	16.00	16.00	16.00	56	894				26827
		NW-33-08	188	16.00	17.50	19.00	89	1552				46564

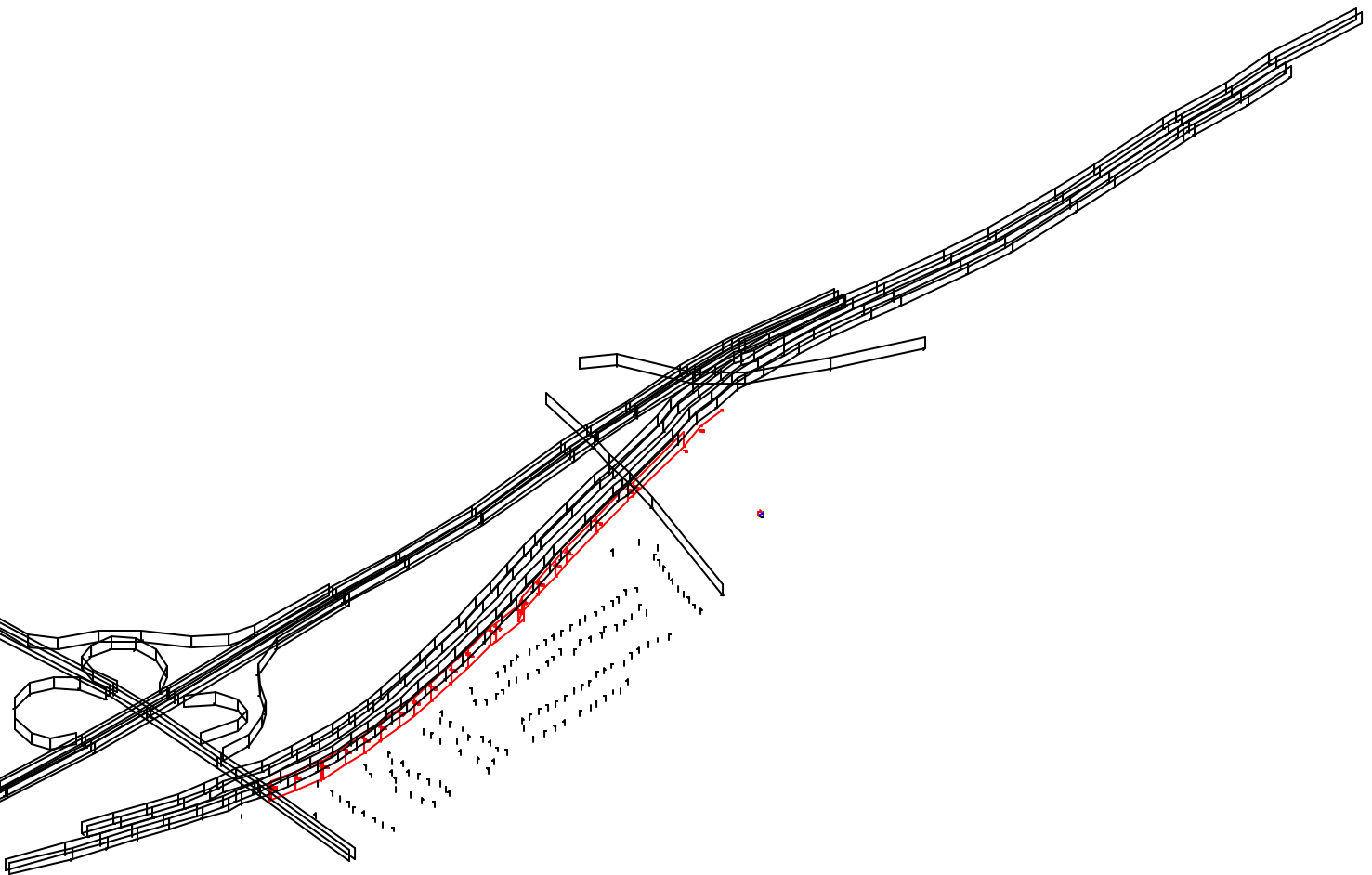
RESULTS: BARRIER-SEGMENT DESCRIPTIONS

Tri-State (4224)

		NW-33-09	189	19.00	19.00	19.00	199	3772				113147
		NW-33-10	190	19.00	19.00	19.00	160	3049				91474
		NW-33-11	191	19.00	18.60	18.20	112	2089				62661
		NW-33-12	192	18.20	18.20	18.20	126	2299				68957
		NW-33-13	193	18.20	18.20	18.20	654	11903				357079

TNM Data

Barrier Analysis (CNE 23)



Build Case (2040yr) - Alt 8		Sheet 1 of 1	13 Nov 2017
Barrier View-mod15.5		Prairie Engineers	
Run name: BarAnalx3-CNA23-24sept16		Project/Contract No. Tri-State (4224)	
Scale: <DNA - due to perspective>		TNM Version 2.5, Feb 2004	
		Analysis By: Bryan Cross	
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	┆—————>	Contour Zone:	polygon
Building Row:	—— ———	Parallel Barrier:	=====
Terrain Line:	—————	Skew Section:	—— —>

RESULTS: SOUND LEVELS

Tri-State (4224)

Prairie Engineers																		13 November 2017
Bryan Cross																		TNM 2.5
																		Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:	Tri-State (4224)												
RUN:	Build Case (2040yr) - Alt 8												
BARRIER DESIGN:	mod15.5												
ATMOSPHERICS:	68 deg F, 50% RH												
	Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.												

Receiver													
Name	No.	#DUs	No Barrier			Increase over existing			With Barrier				
			Existing LAeq1h	LAeq1h Calculated	Crit'n	Calculated	Crit'n	Type Impact	Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	dB
RR-23	23	146	66.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
23-1	96	18	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0	
23-2	97	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0	
23-3	98	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0	
23-4	99	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0	
23-5	100	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0	
23-6	101	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0	
23-7	102	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0	
23-8	103	1	0.0	63.4	66	63.4	10	----	63.3	0.1	8	-7.9	
23-9	104	1	0.0	63.0	66	63.0	10	----	62.9	0.1	8	-7.9	
23-10	105	1	0.0	62.3	66	62.3	10	----	62.2	0.1	8	-7.9	
23-11	106	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0	
23-12	107	1	0.0	65.2	66	65.2	10	----	65.1	0.1	8	-7.9	
23-13	108	1	0.0	64.5	66	64.5	10	----	64.4	0.1	8	-7.9	
23-14	109	1	0.0	64.0	66	64.0	10	----	63.9	0.1	8	-7.9	
23-15	110	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0	
23-16	111	1	0.0	62.8	66	62.8	10	----	62.7	0.1	8	-7.9	
23-17	112	1	0.0	62.2	66	62.2	10	----	62.0	0.2	8	-7.8	
23-18	113	1	0.0	61.8	66	61.8	10	----	61.5	0.3	8	-7.7	
23-19	114	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0	
23-20	115	1	0.0	65.2	66	65.2	10	----	65.1	0.1	8	-7.9	
23-21	116	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0	
23-22	117	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0	
23-23	118	1	0.0	63.4	66	63.4	10	----	63.2	0.2	8	-7.8	

RESULTS: SOUND LEVELS

Tri-State (4224)

23-24	119	1	0.0	62.8	66	62.8	10	----	62.6	0.2	8	-7.8
23-25	120	1	0.0	62.4	66	62.4	10	----	62.1	0.3	8	-7.7
23-26	121	1	0.0	62.0	66	62.0	10	----	61.7	0.3	8	-7.7
23-27	122	1	0.0	61.8	66	61.8	10	----	61.5	0.3	8	-7.7
23-28	123	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
23-29	124	1	0.0	64.8	66	64.8	10	----	64.7	0.1	8	-7.9
23-30	125	1	0.0	64.3	66	64.3	10	----	64.1	0.2	8	-7.8
23-31	126	1	0.0	63.8	66	63.8	10	----	63.5	0.3	8	-7.7
23-32	126	1	0.0	63.2	66	63.2	10	----	62.8	0.4	8	-7.6
23-34	127	1	0.0	62.5	66	62.5	10	----	61.9	0.6	8	-7.4
23-35	128	1	0.0	62.1	66	62.1	10	----	61.3	0.8	8	-7.2
23-36	129	1	0.0	61.8	66	61.8	10	----	61.2	0.6	8	-7.4
23-37	130	1	0.0	65.3	66	65.3	10	----	65.2	0.1	8	-7.9
23-38	131	1	0.0	65.1	66	65.1	10	----	65.0	0.1	8	-7.9
23-39	132	1	0.0	64.6	66	64.6	10	----	64.4	0.2	8	-7.8
23-40	133	1	0.0	64.1	66	64.1	10	----	63.8	0.3	8	-7.7
23-41	134	1	0.0	63.6	66	63.6	10	----	63.2	0.4	8	-7.6
23-42	135	1	0.0	63.3	66	63.3	10	----	62.7	0.6	8	-7.4
23-43	136	1	0.0	63.0	66	63.0	10	----	62.2	0.8	8	-7.2
23-44	137	1	0.0	62.6	66	62.6	10	----	61.7	0.9	8	-7.1
23-45	138	1	0.0	62.4	66	62.4	10	----	61.4	1.0	8	-7.0
23-47	139	1	0.0	62.3	66	62.3	10	----	61.1	1.2	8	-6.8
23-48	140	1	0.0	62.4	66	62.4	10	----	61.0	1.4	8	-6.6
23-49	141	1	0.0	62.5	66	62.5	10	----	60.9	1.6	8	-6.4
23-50	142	1	0.0	62.7	66	62.7	10	----	60.9	1.8	8	-6.2
23-51	144	1	0.0	63.0	66	63.0	10	----	60.8	2.2	8	-5.8
23-52	145	1	0.0	63.2	66	63.2	10	----	60.8	2.4	8	-5.6
23-53	146	1	0.0	63.3	66	63.3	10	----	60.7	2.6	8	-5.4
23-54	147	1	0.0	63.3	66	63.3	10	----	60.8	2.5	8	-5.5
23-55	148	1	0.0	63.6	66	63.6	10	----	60.8	2.8	8	-5.2
23-56	149	1	0.0	63.5	66	63.5	10	----	60.6	2.9	8	-5.1
23-57	150	1	0.0	63.9	66	63.9	10	----	60.7	3.2	8	-4.8
23-58	151	1	0.0	63.0	66	63.0	10	----	61.8	1.2	8	-6.8
23-59	152	1	0.0	63.4	66	63.4	10	----	62.1	1.3	8	-6.7
23-60	153	1	0.0	63.5	66	63.5	10	----	62.0	1.5	8	-6.5
23-61	154	1	0.0	63.6	66	63.6	10	----	62.0	1.6	8	-6.4
23-62	155	1	0.0	63.7	66	63.7	10	----	61.9	1.8	8	-6.2
23-63	156	1	0.0	63.8	66	63.8	10	----	61.8	2.0	8	-6.0
23-64	157	1	0.0	64.0	66	64.0	10	----	61.8	2.2	8	-5.8
23-65	158	1	0.0	64.3	66	64.3	10	----	61.8	2.5	8	-5.5
23-66	159	1	0.0	64.4	66	64.4	10	----	61.7	2.7	8	-5.3

RESULTS: SOUND LEVELS

Tri-State (4224)

23-67	160	1	0.0	64.6	66	64.6	10	----	61.6	3.0	8	-5.0
23-68	161	1	0.0	65.1	66	65.1	10	----	61.7	3.4	8	-4.6
23-69	162	1	0.0	65.1	66	65.1	10	----	61.6	3.5	8	-4.5
23-70	163	1	0.0	65.5	66	65.5	10	----	61.6	3.9	8	-4.1
23-71	164	1	0.0	65.4	66	65.4	10	----	61.4	4.0	8	-4.0
23-72	165	1	0.0	66.0	66	66.0	10	Snd Lvl	61.5	4.5	8	-3.5
23-73	166	1	0.0	66.1	66	66.1	10	Snd Lvl	61.5	4.6	8	-3.4
23-74	167	1	0.0	66.3	66	66.3	10	Snd Lvl	61.4	4.9	8	-3.1
23-75	168	1	0.0	66.4	66	66.4	10	Snd Lvl	61.4	5.0	8	-3.0
23-76	169	1	0.0	66.5	66	66.5	10	Snd Lvl	61.3	5.2	8	-2.8
23-77	170	1	0.0	64.7	66	64.7	10	----	64.3	0.4	8	-7.6
23-78	171	1	0.0	64.6	66	64.6	10	----	64.0	0.6	8	-7.4
23-79	172	1	0.0	64.7	66	64.7	10	----	63.8	0.9	8	-7.1
23-80	173	1	0.0	64.8	66	64.8	10	----	63.8	1.0	8	-7.0
23-81	174	1	0.0	65.1	66	65.1	10	----	63.9	1.2	8	-6.8
23-82	177	1	0.0	65.4	66	65.4	10	----	63.8	1.6	8	-6.4
23-83	42	1	0.0	65.6	66	65.6	10	----	63.6	2.0	8	-6.0
23-84	178	1	0.0	65.9	66	65.9	10	----	63.4	2.5	8	-5.5
23-85	179	1	0.0	66.6	66	66.6	10	Snd Lvl	63.4	3.2	8	-4.8
23-86	180	1	0.0	67.0	66	67.0	10	Snd Lvl	63.5	3.5	8	-4.5
23-87	181	1	0.0	67.7	66	67.7	10	Snd Lvl	63.5	4.2	8	-3.8
23-88	182	1	0.0	67.6	66	67.6	10	Snd Lvl	63.1	4.5	8	-3.5
23-89	183	1	0.0	68.2	66	68.2	10	Snd Lvl	63.2	5.0	8	-3.0
23-90	184	1	0.0	68.2	66	68.2	10	Snd Lvl	63.0	5.2	8	-2.8
23-91	185	1	0.0	68.2	66	68.2	10	Snd Lvl	62.9	5.3	8	-2.7
23-92	186	1	0.0	68.6	66	68.6	10	Snd Lvl	62.9	5.7	8	-2.3
23-93	187	1	0.0	68.3	66	68.3	10	Snd Lvl	62.7	5.6	8	-2.4
23-94	188	1	0.0	68.4	66	68.4	10	Snd Lvl	62.6	5.8	8	-2.2
23-95	189	1	0.0	68.6	66	68.6	10	Snd Lvl	62.7	5.9	8	-2.1
23-96	190	1	0.0	68.2	66	68.2	10	Snd Lvl	62.5	5.7	8	-2.3
23-97	191	1	0.0	68.6	66	68.6	10	Snd Lvl	62.8	5.8	8	-2.2
23-98	192	1	0.0	65.3	66	65.3	10	----	65.0	0.3	8	-7.7
23-99	193	1	0.0	65.4	66	65.4	10	----	64.6	0.8	8	-7.2
23-100	194	1	0.0	65.7	66	65.7	10	----	64.6	1.1	8	-6.9
23-101	195	1	0.0	66.1	66	66.1	10	Snd Lvl	64.7	1.4	8	-6.6
23-102	196	1	0.0	66.5	66	66.5	10	Snd Lvl	64.7	1.8	8	-6.2
23-103	197	1	0.0	67.4	66	67.4	10	Snd Lvl	64.5	2.9	8	-5.1
23-104	198	1	0.0	68.2	66	68.2	10	Snd Lvl	64.5	3.7	8	-4.3
23-105	199	1	0.0	69.0	66	69.0	10	Snd Lvl	64.4	4.6	8	-3.4
23-106	200	1	0.0	69.7	66	69.7	10	Snd Lvl	64.4	5.3	8	-2.7
23-107	201	1	0.0	70.0	66	70.0	10	Snd Lvl	64.2	5.8	8	-2.2

RESULTS: SOUND LEVELS

Tri-State (4224)

23-108	202	1	0.0	70.1	66	70.1	10	Snd Lvl	64.0	6.1	8	-1.9
23-109	203	1	0.0	69.9	66	69.9	10	Snd Lvl	63.9	6.0	8	-2.0
23-110	204	1	0.0	69.9	66	69.9	10	Snd Lvl	63.9	6.0	8	-2.0
23-111	205	1	0.0	69.8	66	69.8	10	Snd Lvl	63.7	6.1	8	-1.9
23-112	206	1	0.0	69.7	66	69.7	10	Snd Lvl	63.7	6.0	8	-2.0
23-113	207	1	0.0	69.6	66	69.6	10	Snd Lvl	63.6	6.0	8	-2.0
23-114	208	1	0.0	69.5	66	69.5	10	Snd Lvl	63.5	6.0	8	-2.0
23-115	209	1	0.0	69.5	66	69.5	10	Snd Lvl	63.6	5.9	8	-2.1
23-116	210	1	0.0	69.3	66	69.3	10	Snd Lvl	63.5	5.8	8	-2.2
23-117	211	1	0.0	71.4	66	71.4	10	Snd Lvl	64.7	6.7	8	-1.3
23-118	212	1	0.0	72.2	66	72.2	10	Snd Lvl	64.9	7.3	8	-0.7
23-119	213	1	0.0	71.5	66	71.5	10	Snd Lvl	64.5	7.0	8	-1.0
23-120	214	1	0.0	71.1	66	71.1	10	Snd Lvl	64.3	6.8	8	-1.2
23-121	215	1	0.0	70.6	66	70.6	10	Snd Lvl	64.0	6.6	8	-1.4
23-122	216	1	0.0	70.0	66	70.0	10	Snd Lvl	63.7	6.3	8	-1.7
23-123	217	1	0.0	69.5	66	69.5	10	Snd Lvl	63.4	6.1	8	-1.9
23-124	218	1	0.0	69.0	66	69.0	10	Snd Lvl	63.1	5.9	8	-2.1
23-125	219	1	0.0	68.5	66	68.5	10	Snd Lvl	62.8	5.7	8	-2.3
23-126	220	1	0.0	68.1	66	68.1	10	Snd Lvl	62.5	5.6	8	-2.4
23-127	221	1	0.0	67.6	66	67.6	10	Snd Lvl	62.2	5.4	8	-2.6
23-128	222	1	0.0	67.1	66	67.1	10	Snd Lvl	62.0	5.1	8	-2.9
23-129	223	1	0.0	66.7	66	66.7	10	Snd Lvl	61.7	5.0	8	-3.0
24-1	224	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		291	0.0	2.6	7.3							
All Impacted		49	0.0	5.1	7.3							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: BARRIER DESCRIPTIONS

Tri-State (4224)

Prairie Engineers				13 November 2017						
Bryan Cross				TNM 2.5						

RESULTS: BARRIER DESCRIPTIONS

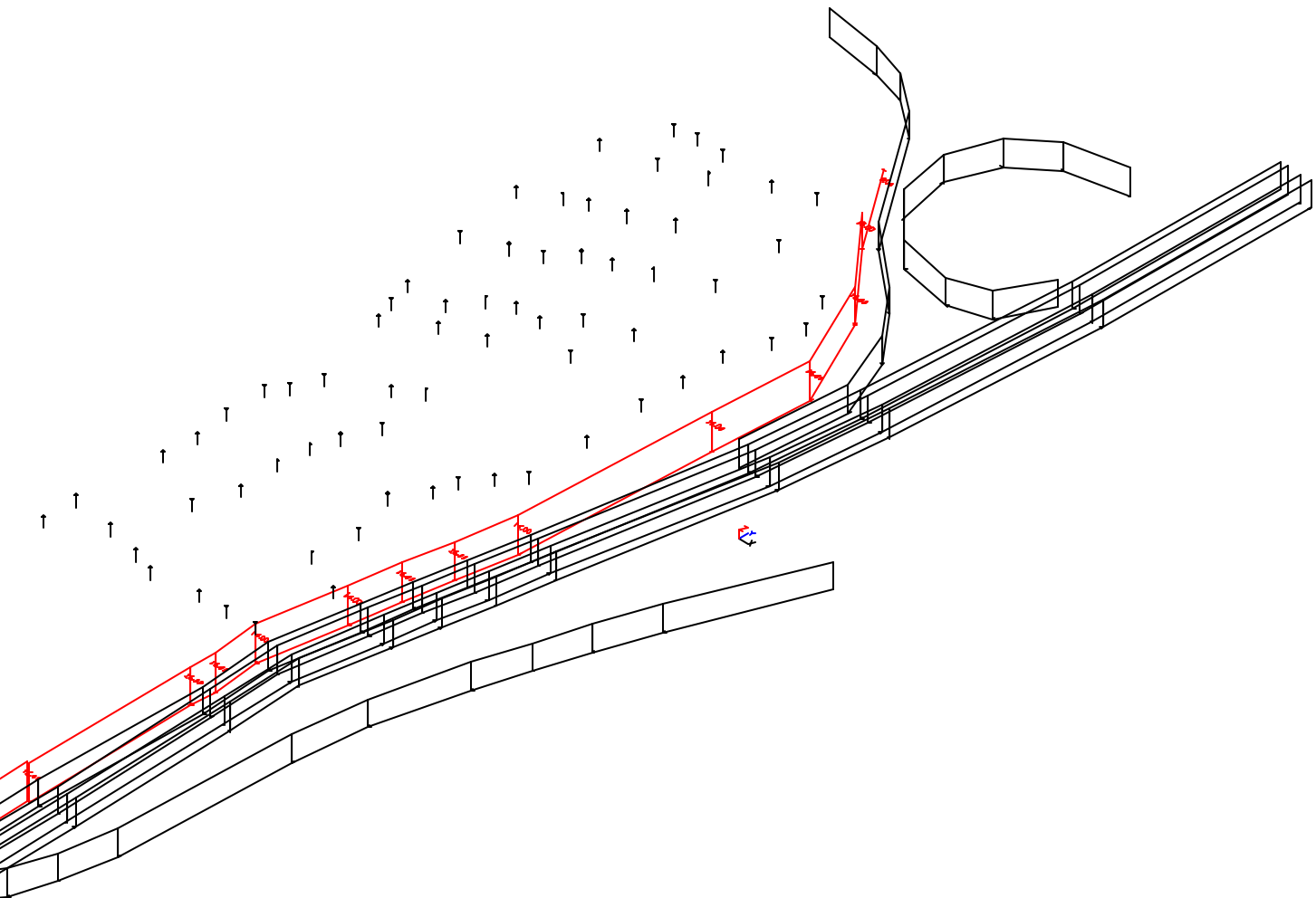
PROJECT/CONTRACT:	Tri-State (4224)									
RUN:	Build Case (2040yr) - Alt 8									
BARRIER DESIGN:	mod15.5									

Barriers										
Name	Type	Heights along Barrier			Length	If Wall Area	If Berm Volume	Top Width	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
Barrier44	W	14.50	14.50	14.50	430	6239				0
Barrier22 - NB294	W	15.50	15.50	15.50	875	13566				0
Barrier21 - NB294	W	18.50	18.50	18.50	1652	30553				0
									Total Cost:	0

TNM Data

Barrier Analysis (CNE 25*)

**model includes receptors associated with CNE 28 as part of the tie-in between CNEs*



Build Case (2040yr) - Alt 8		Sheet 1 of 1	13 Nov 2017
Barrier View-38atEOP-16		Prairie Engineers	
Run name: 25-28alt-bar15ft-nov1		Project/Contract No. Tri-State (4224)	
Scale: <DNA - due to perspective>		TNM Version 2.5, Feb 2004	
Analysis By: Bryan Cross			
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	—————>	Contour Zone:	polygon
Building Row:	— — — — —	Parallel Barrier:	=====
Terrain Line:	—————	Skew Section:	— — — — —>

RESULTS: SOUND LEVELS

Tri-State (4224)

Prairie Engineers									13 November 2017				
Bryan Cross									TNM 2.5				
									Calculated with TNM 2.5				
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:	Tri-State (4224)												
RUN:	Build Case (2040yr) - Alt 8												
BARRIER DESIGN:	38atEOP-16												
ATMOSPHERICS:	68 deg F, 50% RH												
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.													

Receiver													
Name	No.	#DUs	Existing	No Barrier	Crit'n	Increase over existing	Type	With Barrier					
			LAeq1h	LAeq1h				Crit'n	Calculated	Noise Reduction		Calculated	
				Calculated		Calculated	Sub'l Inc	Impact	LAeq1h	Calculated	Goal	Calculated	minus
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	dB
RR-25	25	12	68.5	74.0	66	5.5	10	Snd Lvl	65.7	8.3	5	3.3	
RR-28	28	97	63.0	70.4	66	7.4	10	Snd Lvl	64.2	6.2	5	1.2	
25-01	315	1	0.0	72.6	66	72.6	10	Snd Lvl	65.7	6.9	5	1.9	
25-02	316	1	0.0	71.9	66	71.9	10	Snd Lvl	65.3	6.6	5	1.6	
25-03	317	1	0.0	71.4	66	71.4	10	Snd Lvl	64.7	6.7	5	1.7	
25-04	318	1	0.0	71.5	66	71.5	10	Snd Lvl	65.1	6.4	5	1.4	
25-05	319	1	0.0	72.9	66	72.9	10	Snd Lvl	65.7	7.2	5	2.2	
25-06	320	1	0.0	74.4	66	74.4	10	Snd Lvl	66.3	8.1	5	3.1	
25-07	321	1	0.0	74.1	66	74.1	10	Snd Lvl	66.9	7.2	5	2.2	
25-08	322	1	0.0	75.6	66	75.6	10	Snd Lvl	68.4	7.2	5	2.2	
25-09	323	1	0.0	75.3	66	75.3	10	Snd Lvl	67.9	7.4	5	2.4	
25-10	324	1	0.0	75.4	66	75.4	10	Snd Lvl	67.4	8.0	5	3.0	
25-11	325	1	0.0	74.2	66	74.2	10	Snd Lvl	65.6	8.6	5	3.6	
25-12	326	1	0.0	74.9	66	74.9	10	Snd Lvl	67.5	7.4	5	2.4	
25-13	327	1	0.0	74.8	66	74.8	10	Snd Lvl	67.5	7.3	5	2.3	
25-14	328	1	0.0	74.4	66	74.4	10	Snd Lvl	67.1	7.3	5	2.3	
25-15	329	1	0.0	74.1	66	74.1	10	Snd Lvl	65.9	8.2	5	3.2	
25-16	330	1	0.0	74.6	66	74.6	10	Snd Lvl	66.1	8.5	5	3.5	
25-17	331	1	0.0	74.4	66	74.4	10	Snd Lvl	66.2	8.2	5	3.2	
25-18x	332	1	0.0	70.4	66	70.4	10	Snd Lvl	64.0	6.4	5	1.4	
25-19x	333	1	0.0	70.3	66	70.3	10	Snd Lvl	64.1	6.2	5	1.2	
25-20x	334	1	0.0	70.3	66	70.3	10	Snd Lvl	64.3	6.0	5	1.0	
25-21x	335	1	0.0	70.3	66	70.3	10	Snd Lvl	64.3	6.0	5	1.0	
25-22x	336	1	0.0	70.2	66	70.2	10	Snd Lvl	64.0	6.2	5	1.2	

RESULTS: SOUND LEVELS

Tri-State (4224)

25-23x	337	1	0.0	69.3	66	69.3	10	Snd Lvl	63.4	5.9	5	0.9
25-24x	338	1	0.0	67.5	66	67.5	10	Snd Lvl	62.3	5.2	5	0.2
25-25x	339	1	0.0	67.3	66	67.3	10	Snd Lvl	62.2	5.1	5	0.1
25-26x	340	1	0.0	67.7	66	67.7	10	Snd Lvl	62.3	5.4	5	0.4
25-27x	341	1	0.0	68.2	66	68.2	10	Snd Lvl	62.5	5.7	5	0.7
25-28x	342	1	0.0	68.0	66	68.0	10	Snd Lvl	62.2	5.8	5	0.8
25-29x	343	1	0.0	66.6	66	66.6	10	Snd Lvl	62.2	4.4	5	-0.6
25-30x	344	1	0.0	67.9	66	67.9	10	Snd Lvl	63.0	4.9	5	-0.1
25-31x	345	1	0.0	69.0	66	69.0	10	Snd Lvl	63.8	5.2	5	0.2
25-32x	346	1	0.0	71.2	66	71.2	10	Snd Lvl	65.3	5.9	5	0.9
25-33x	347	1	0.0	71.8	66	71.8	10	Snd Lvl	65.7	6.1	5	1.1
25-34x	348	1	0.0	70.4	66	70.4	10	Snd Lvl	65.2	5.2	5	0.2
25-35x	349	1	0.0	69.8	66	69.8	10	Snd Lvl	64.7	5.1	5	0.1
25-36x	350	1	0.0	68.9	66	68.9	10	Snd Lvl	64.2	4.7	5	-0.3
25-37x	351	1	0.0	68.0	66	68.0	10	Snd Lvl	63.5	4.5	5	-0.5
25-38x	352	1	0.0	67.2	66	67.2	10	Snd Lvl	62.7	4.5	5	-0.5
25-39x	353	1	0.0	66.3	66	66.3	10	Snd Lvl	62.1	4.2	5	-0.8
25-40x	354	1	0.0	66.1	66	66.1	10	Snd Lvl	62.1	4.0	5	-1.0
25-41x	355	1	0.0	71.5	66	71.5	10	Snd Lvl	65.9	5.6	5	0.6
25-42x	356	1	0.0	70.5	66	70.5	10	Snd Lvl	66.1	4.4	5	-0.6
25-43x	357	1	0.0	69.5	66	69.5	10	Snd Lvl	65.4	4.1	5	-0.9
25-44x	358	1	0.0	68.7	66	68.7	10	Snd Lvl	64.9	3.8	5	-1.2
25-45x	359	1	0.0	67.6	66	67.6	10	Snd Lvl	63.8	3.8	5	-1.2
25-46x	360	1	0.0	66.6	66	66.6	10	Snd Lvl	63.0	3.6	5	-1.4
25-47x	361	1	0.0	65.4	66	65.4	10	----	62.1	3.3	5	-1.7
25-48x	362	1	0.0	64.8	66	64.8	10	----	62.1	2.7	5	-2.3
25-49x	363	1	0.0	65.8	66	65.8	10	----	63.1	2.7	5	-2.3
25-50x	364	1	0.0	66.9	66	66.9	10	Snd Lvl	64.0	2.9	5	-2.1
25-51x	365	1	0.0	68.0	66	68.0	10	Snd Lvl	64.8	3.2	5	-1.8
25-52x	366	1	0.0	69.1	66	69.1	10	Snd Lvl	65.4	3.7	5	-1.3
25-53x	367	1	0.0	70.8	66	70.8	10	Snd Lvl	65.4	5.4	5	0.4
25-54x	368	1	0.0	70.0	66	70.0	10	Snd Lvl	68.4	1.6	5	-3.4
25-55x	369	1	0.0	69.0	66	69.0	10	Snd Lvl	67.0	2.0	5	-3.0
25-56x	370	1	0.0	67.7	66	67.7	10	Snd Lvl	65.4	2.3	5	-2.7
25-57x	371	1	0.0	66.4	66	66.4	10	Snd Lvl	64.2	2.2	5	-2.8
25-58x	372	1	0.0	64.7	66	64.7	10	----	62.7	2.0	5	-3.0
25-59x	373	1	0.0	64.9	66	64.9	10	----	63.4	1.5	5	-3.5
25-60x	374	1	0.0	65.5	66	65.5	10	----	63.8	1.7	5	-3.3
25-61x	375	1	0.0	66.5	66	66.5	10	Snd Lvl	64.8	1.7	5	-3.3
25-62x	376	1	0.0	69.6	66	69.6	10	Snd Lvl	63.3	6.3	5	1.3
25-63x	377	1	0.0	68.2	66	68.2	10	Snd Lvl	62.2	6.0	5	1.0

RESULTS: SOUND LEVELS

Tri-State (4224)

25-64x	378	1	0.0	69.3	66	69.3	10	Snd Lvl	63.0	6.3	5	1.3
25-65x	379	1	0.0	70.1	66	70.1	10	Snd Lvl	63.5	6.6	5	1.6
25-66x	380	1	0.0	70.6	66	70.6	10	Snd Lvl	64.0	6.6	5	1.6
25-67x	381	1	0.0	68.4	66	68.4	10	Snd Lvl	62.3	6.1	5	1.1
25-68x	382	1	0.0	70.4	66	70.4	10	Snd Lvl	65.5	4.9	5	-0.1
25-69x	383	1	0.0	68.1	66	68.1	10	Snd Lvl	63.1	5.0	5	0.0
28-1	384	1	0.0	74.4	66	74.4	10	Snd Lvl	66.2	8.2	5	3.2
28-2	385	1	0.0	74.2	66	74.2	10	Snd Lvl	66.0	8.2	5	3.2
28-3	386	1	0.0	73.7	66	73.7	10	Snd Lvl	65.7	8.0	5	3.0
28-4	387	1	0.0	72.9	66	72.9	10	Snd Lvl	65.4	7.5	5	2.5
28-5	388	1	0.0	70.4	66	70.4	10	Snd Lvl	63.7	6.7	5	1.7
28-6	389	1	0.0	70.9	66	70.9	10	Snd Lvl	63.9	7.0	5	2.0
28-7	390	1	0.0	71.5	66	71.5	10	Snd Lvl	64.4	7.1	5	2.1
28-8	391	1	0.0	69.9	66	69.9	10	Snd Lvl	63.4	6.5	5	1.5
28-9	392	1	0.0	73.4	66	73.4	10	Snd Lvl	65.7	7.7	5	2.7
28-10	393	1	0.0	73.1	66	73.1	10	Snd Lvl	65.6	7.5	5	2.5
28-11	394	1	0.0	73.1	66	73.1	10	Snd Lvl	65.7	7.4	5	2.4
28-12	395	1	0.0	70.7	66	70.7	10	Snd Lvl	63.9	6.8	5	1.8
28-13	396	1	0.0	71.1	66	71.1	10	Snd Lvl	64.6	6.5	5	1.5
28-14	397	1	0.0	70.4	66	70.4	10	Snd Lvl	64.0	6.4	5	1.4
28-15	398	1	0.0	72.3	66	72.3	10	Snd Lvl	65.5	6.8	5	1.8
28-16	399	1	0.0	71.9	66	71.9	10	Snd Lvl	65.4	6.5	5	1.5
28-17	400	1	0.0	71.8	66	71.8	10	Snd Lvl	65.4	6.4	5	1.4
28-18	401	1	0.0	71.6	66	71.6	10	Snd Lvl	65.4	6.2	5	1.2
28-19	402	1	0.0	71.4	66	71.4	10	Snd Lvl	65.5	5.9	5	0.9
28-20	403	1	0.0	71.0	66	71.0	10	Snd Lvl	64.9	6.1	5	1.1
28-21	404	1	0.0	70.8	66	70.8	10	Snd Lvl	65.5	5.3	5	0.3
28-22	405	1	0.0	70.6	66	70.6	10	Snd Lvl	65.5	5.1	5	0.1
28-23	406	1	0.0	70.0	66	70.0	10	Snd Lvl	65.5	4.5	5	-0.5
28-24	407	1	0.0	69.1	66	69.1	10	Snd Lvl	64.6	4.5	5	-0.5
28-25	408	1	0.0	68.0	66	68.0	10	Snd Lvl	63.6	4.4	5	-0.6
28-26	409	1	0.0	66.0	66	66.0	10	Snd Lvl	62.1	3.9	5	-1.1
28-27	410	1	0.0	65.3	66	65.3	10	----	61.8	3.5	5	-1.5
28-28	411	1	0.0	64.1	66	64.1	10	----	61.1	3.0	5	-2.0
28-29	413	1	0.0	63.1	66	63.1	10	----	60.5	2.6	5	-2.4
28-30	414	1	0.0	62.5	66	62.5	10	----	60.3	2.2	5	-2.8
28-31	415	1	0.0	61.0	66	61.0	10	----	59.8	1.2	5	-3.8
28-32	416	1	0.0	60.5	66	60.5	10	----	59.8	0.7	5	-4.3
28-33	417	1	0.0	60.3	66	60.3	10	----	59.7	0.6	5	-4.4
28-34	418	1	0.0	60.4	66	60.4	10	----	59.6	0.8	5	-4.2
28-35	419	1	0.0	60.1	66	60.1	10	----	59.6	0.5	5	-4.5

RESULTS: SOUND LEVELS

Tri-State (4224)

28-36	420	1	0.0	59.3	66	59.3	10	----	59.7	-0.4	5	-5.4
28-37	421	1	0.0	58.6	66	58.6	10	----	59.4	-0.8	5	-5.8
28-38	422	1	0.0	59.5	66	59.5	10	----	59.8	-0.3	5	-5.3
28-39	423	1	0.0	60.2	66	60.2	10	----	60.1	0.1	5	-4.9
28-40	424	1	0.0	61.1	66	61.1	10	----	60.5	0.6	5	-4.4
28-41	425	1	0.0	61.9	66	61.9	10	----	60.7	1.2	5	-3.8
28-42	426	1	0.0	62.4	66	62.4	10	----	60.3	2.1	5	-2.9
28-43	427	1	0.0	62.4	66	62.4	10	----	59.7	2.7	5	-2.3
28-44	428	1	0.0	61.7	66	61.7	10	----	59.5	2.2	5	-2.8
28-45	429	1	0.0	61.4	66	61.4	10	----	59.0	2.4	5	-2.6
28-46	430	1	0.0	61.0	66	61.0	10	----	58.6	2.4	5	-2.6
28-47	431	1	0.0	60.8	66	60.8	10	----	58.4	2.4	5	-2.6
28-48	432	1	0.0	60.5	66	60.5	10	----	58.1	2.4	5	-2.6
28-49	433	1	0.0	61.4	66	61.4	10	----	59.4	2.0	5	-3.0
28-50	434	1	0.0	61.2	66	61.2	10	----	59.5	1.7	5	-3.3
28-51	435	1	0.0	61.0	66	61.0	10	----	59.7	1.3	5	-3.7
28-52	436	1	0.0	60.8	66	60.8	10	----	58.7	2.1	5	-2.9
28-53	437	1	0.0	60.8	66	60.8	10	----	58.8	2.0	5	-3.0
28-54	438	1	0.0	60.6	66	60.6	10	----	58.5	2.1	5	-2.9
28-55	439	1	0.0	60.7	66	60.7	10	----	58.7	2.0	5	-3.0
28-56	440	1	0.0	61.0	66	61.0	10	----	59.1	1.9	5	-3.1
28-57	441	1	0.0	60.9	66	60.9	10	----	58.9	2.0	5	-3.0
28-58	442	1	0.0	61.1	66	61.1	10	----	59.2	1.9	5	-3.1
28-59	443	1	0.0	61.4	66	61.4	10	----	59.5	1.9	5	-3.1
28-60	444	1	0.0	61.4	66	61.4	10	----	59.2	2.2	5	-2.8
28-61	445	1	0.0	61.3	66	61.3	10	----	59.2	2.1	5	-2.9
28-62	446	1	0.0	61.7	66	61.7	10	----	59.6	2.1	5	-2.9
28-63	447	1	0.0	62.2	66	62.2	10	----	60.0	2.2	5	-2.8
28-64	448	1	0.0	62.0	66	62.0	10	----	59.6	2.4	5	-2.6
28-65	449	1	0.0	62.4	66	62.4	10	----	59.9	2.5	5	-2.5
28-66	450	1	0.0	62.7	66	62.7	10	----	60.3	2.4	5	-2.6
28-67	451	1	0.0	63.3	66	63.3	10	----	60.4	2.9	5	-2.1
28-68	452	1	0.0	63.7	66	63.7	10	----	60.6	3.1	5	-1.9
28-69	453	1	0.0	64.3	66	64.3	10	----	61.0	3.3	5	-1.7
28-70	429	1	0.0	63.4	66	63.4	10	----	60.7	2.7	5	-2.3
28-71	454	1	0.0	64.1	66	64.1	10	----	61.2	2.9	5	-2.1
28-72	455	1	0.0	65.0	66	65.0	10	----	61.8	3.2	5	-1.8
28-73	456	1	0.0	65.4	66	65.4	10	----	62.0	3.4	5	-1.6
28-74	457	1	0.0	64.7	66	64.7	10	----	61.3	3.4	5	-1.6
28-75	458	1	0.0	65.4	66	65.4	10	----	61.6	3.8	5	-1.2
28-76	459	1	0.0	66.2	66	66.2	10	Snd Lvl	62.6	3.6	5	-1.4

RESULTS: SOUND LEVELS

Tri-State (4224)

28-77	460	1	0.0	67.7	66	67.7	10	Snd Lvl	63.4	4.3	5	-0.7
28-78	461	1	0.0	66.6	66	66.6	10	Snd Lvl	62.4	4.2	5	-0.8
28-79	462	1	0.0	66.8	66	66.8	10	Snd Lvl	62.6	4.2	5	-0.8
28-80	463	1	0.0	66.8	66	66.8	10	Snd Lvl	62.4	4.4	5	-0.6
28-81	464	1	0.0	67.8	66	67.8	10	Snd Lvl	63.3	4.5	5	-0.5
28-82	465	1	0.0	68.4	66	68.4	10	Snd Lvl	63.6	4.8	5	-0.2
28-83	466	1	0.0	68.8	66	68.8	10	Snd Lvl	63.7	5.1	5	0.1
28-84	467	1	0.0	69.1	66	69.1	10	Snd Lvl	63.7	5.4	5	0.4
28-85	468	1	0.0	67.2	66	67.2	10	Snd Lvl	62.5	4.7	5	-0.3
28-86	469	1	0.0	67.6	66	67.6	10	Snd Lvl	62.6	5.0	5	0.0
28-87	470	1	0.0	67.8	66	67.8	10	Snd Lvl	62.7	5.1	5	0.1
28-88	471	1	0.0	67.9	66	67.9	10	Snd Lvl	62.7	5.2	5	0.2
28-89	472	1	0.0	68.0	66	68.0	10	Snd Lvl	62.7	5.3	5	0.3
28-90	473	1	0.0	68.2	66	68.2	10	Snd Lvl	62.7	5.5	5	0.5
28-91	474	1	0.0	69.4	66	69.4	10	Snd Lvl	63.9	5.5	5	0.5
28-92	475	1	0.0	69.2	66	69.2	10	Snd Lvl	63.8	5.4	5	0.4
28-93	476	1	0.0	69.3	66	69.3	10	Snd Lvl	63.5	5.8	5	0.8
28-94	477	1	0.0	69.7	66	69.7	10	Snd Lvl	63.7	6.0	5	1.0
28-95	478	1	0.0	69.0	66	69.0	10	Snd Lvl	62.9	6.1	5	1.1
28-96	483	1	0.0	69.2	66	69.2	10	Snd Lvl	62.9	6.3	5	1.3
28-97	484	1	0.0	68.5	66	68.5	10	Snd Lvl	62.7	5.8	5	0.8
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		275	-0.8	4.5	8.6							
All Impacted		220	1.6	5.7	8.6							
All that meet NR Goal		187	5.0	6.4	8.6							

RESULTS: BARRIER DESCRIPTIONS

Tri-State (4224)

Prairie Engineers				13 November 2017					
Bryan Cross				TNM 2.5					

RESULTS: BARRIER DESCRIPTIONS

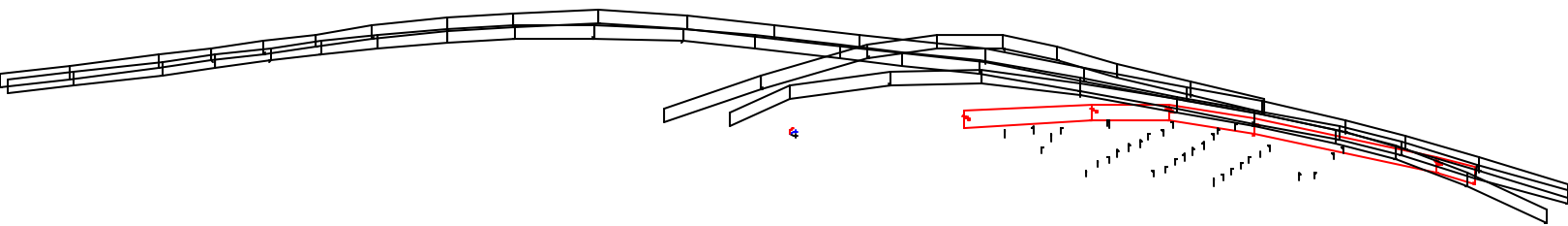
PROJECT/CONTRACT:	Tri-State (4224)								
RUN:	Build Case (2040yr) - Alt 8								
BARRIER DESIGN:	38atEOP-16								

Barriers										
Name	Type	Heights along Barrier			Length	If Wall Area	If Berm Volume	Top Width	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
Barrier41 - EB290	W	16.80	16.80	16.80	567	9525				0
Barrier40 - EB290	W	15.00	16.37	16.80	1111	18192				0
Barrier39 - EB290	W	16.00	16.00	16.00	377	6028				0
Barrier38 - EB290	W	0.00	14.92	16.00	2238	33377				0
Barrier8 - SB294	W	16.80	16.80	16.80	750	12593				0
									Total Cost:	0

TNM Data

Barrier Analysis (CNE 33*)

*Barrier design for a 14ft wall, data used to estimate the 2ft retrofit



Build Case (2040yr) - Alt 8		Sheet 1 of 1	13 Nov 2017
Barrier View-Mod01-14ft		Prairie Engineers	
Run name: BarAnalx6-CNA33sept14		Project/Contract No. Tri-State (4224)	
Scale: <DNA - due to perspective>		TNM Version 2.5, Feb 2004	
Analysis By: Bryan Cross			
Roadway:	—————>	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	┆—————>	Contour Zone:	polygon
Building Row:	—— ———	Parallel Barrier:	=====
Terrain Line:	—————	Skew Section:	—— ———>

RESULTS: SOUND LEVELS

Tri-State (4224)

Prairie Engineers													
Bryan Cross													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:			Tri-State (4224)										
RUN:			Build Case (2040yr) - Alt 8										
BARRIER DESIGN:			Mod01-14ft										
ATMOSPHERICS:			68 deg F, 50% RH										
			Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.										

Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier				With Barrier				
				LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
RR-33	33	35	65.5	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
33-1	278	1	0.0	70.5	66	70.5	10	Snd Lvl	64.9	5.6	8	-2.4
33-2	279	1	0.0	71.3	66	71.3	10	Snd Lvl	64.6	6.7	8	-1.3
33-3	280	1	0.0	68.8	66	68.8	10	Snd Lvl	64.7	4.1	8	-3.9
33-4	281	1	0.0	70.3	66	70.3	10	Snd Lvl	64.8	5.5	8	-2.5
33-5	282	1	0.0	71.6	66	71.6	10	Snd Lvl	64.8	6.8	8	-1.2
33-6	283	1	0.0	74.3	66	74.3	10	Snd Lvl	65.0	9.3	8	1.3
33-7	284	1	0.0	76.7	66	76.7	10	Snd Lvl	67.0	9.7	8	1.7
33-8	285	1	0.0	74.0	66	74.0	10	Snd Lvl	66.0	8.0	8	0.0
33-9	286	1	0.0	72.6	66	72.6	10	Snd Lvl	65.6	7.0	8	-1.0
33-10	287	1	0.0	70.7	66	70.7	10	Snd Lvl	65.1	5.6	8	-2.4
33-11	288	1	0.0	69.8	66	69.8	10	Snd Lvl	64.7	5.1	8	-2.9
33-12	289	1	0.0	68.9	66	68.9	10	Snd Lvl	64.4	4.5	8	-3.5
33-13	290	1	0.0	68.1	66	68.1	10	Snd Lvl	64.1	4.0	8	-4.0
33-14	291	1	0.0	67.6	66	67.6	10	Snd Lvl	63.9	3.7	8	-4.3
33-15	292	1	0.0	66.7	66	66.7	10	Snd Lvl	63.4	3.3	8	-4.7
33-16	293	1	0.0	67.1	66	67.1	10	Snd Lvl	63.3	3.8	8	-4.2
33-17	294	1	0.0	67.8	66	67.8	10	Snd Lvl	63.6	4.2	8	-3.8
33-18	295	1	0.0	68.9	66	68.9	10	Snd Lvl	64.2	4.7	8	-3.3
33-19	296	1	0.0	69.7	66	69.7	10	Snd Lvl	64.6	5.1	8	-2.9
33-20	297	1	0.0	71.1	66	71.1	10	Snd Lvl	65.2	5.9	8	-2.1
33-21	298	1	0.0	72.7	66	72.7	10	Snd Lvl	66.0	6.7	8	-1.3
33-22	299	1	0.0	75.0	66	75.0	10	Snd Lvl	67.2	7.8	8	-0.2
33-23	300	1	0.0	76.6	66	76.6	10	Snd Lvl	68.3	8.3	8	0.3

RESULTS: SOUND LEVELS

Tri-State (4224)

33-24	301	1	0.0	79.0	66	79.0	10	Snd Lvl	70.8	8.2	8	0.2
33-25	302	1	0.0	74.1	66	74.1	10	Snd Lvl	67.6	6.5	8	-1.5
33-26	303	1	0.0	72.3	66	72.3	10	Snd Lvl	66.5	5.8	8	-2.2
33-27	304	1	0.0	71.1	66	71.1	10	Snd Lvl	65.7	5.4	8	-2.6
33-28	305	1	0.0	70.0	66	70.0	10	Snd Lvl	64.9	5.1	8	-2.9
33-29	306	1	0.0	68.8	66	68.8	10	Snd Lvl	64.3	4.5	8	-3.5
33-30	307	1	0.0	68.0	66	68.0	10	Snd Lvl	63.7	4.3	8	-3.7
33-31	308	1	0.0	67.3	66	67.3	10	Snd Lvl	63.1	4.2	8	-3.8
33-32	309	1	0.0	69.5	66	69.5	10	Snd Lvl	64.7	4.8	8	-3.2
33-33	310	1	0.0	69.8	66	69.8	10	Snd Lvl	64.9	4.9	8	-3.1
33-34	311	1	0.0	74.1	66	74.1	10	Snd Lvl	68.4	5.7	8	-2.3
33-35	312	1	0.0	75.8	66	75.8	10	Snd Lvl	70.6	5.2	8	-2.8
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		70	0.0	5.6	9.7							
All Impacted		35	3.3	5.7	9.7							
All that meet NR Goal		5	8.0	8.7	9.7							

RESULTS: BARRIER DESCRIPTIONS

Tri-State (4224)

Prairie Engineers				13 November 2017					
Bryan Cross				TNM 2.5					

RESULTS: BARRIER DESCRIPTIONS

PROJECT/CONTRACT:	Tri-State (4224)								
RUN:	Build Case (2040yr) - Alt 8								
BARRIER DESIGN:	Mod01-14ft								

Barriers										
Name	Type	Heights along Barrier			Length	If Wall Area	If Berm Volume	Top Width	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
Barrier42 - EB88	W	14.00	14.00	14.00	1869	26168				0
									Total Cost:	0

Appendix D

Noise Monitoring Data Sheets & Site Photos



SITE INFORMATION


Site: R(CNE-39)	Investigator(s): Bryan Cross (Prairie) Steve McLaughlin (Hanson)	Weather Conditions	
		Temp (°F) 56	
Meter ID: Svantek 971		Wind (mph) 12	
Meter Serial No. 51606		RH (%) 66	
Data File(s): USENV23		Description: overcast, 100% clouds	
Start of Data Logging		End of Data Logging	
Date: May 9, 2016		Date:	
Time: 9:47am	Time: 10:01am	Time:	
	Duration: 14min	Duration:	

DESCRIPTION OF SURROUNDINGS

Physical layout:
 Picture of Monitor and Location

Monitor was placed adjacent to sanitary lift station in back yard of 1245 Degener Ave, located on north side of dead end of Dickens St. See attached aerial.

CNE Activity Code B (residential)





Major sound generator: highway traffic

ADDITIONAL NOTES

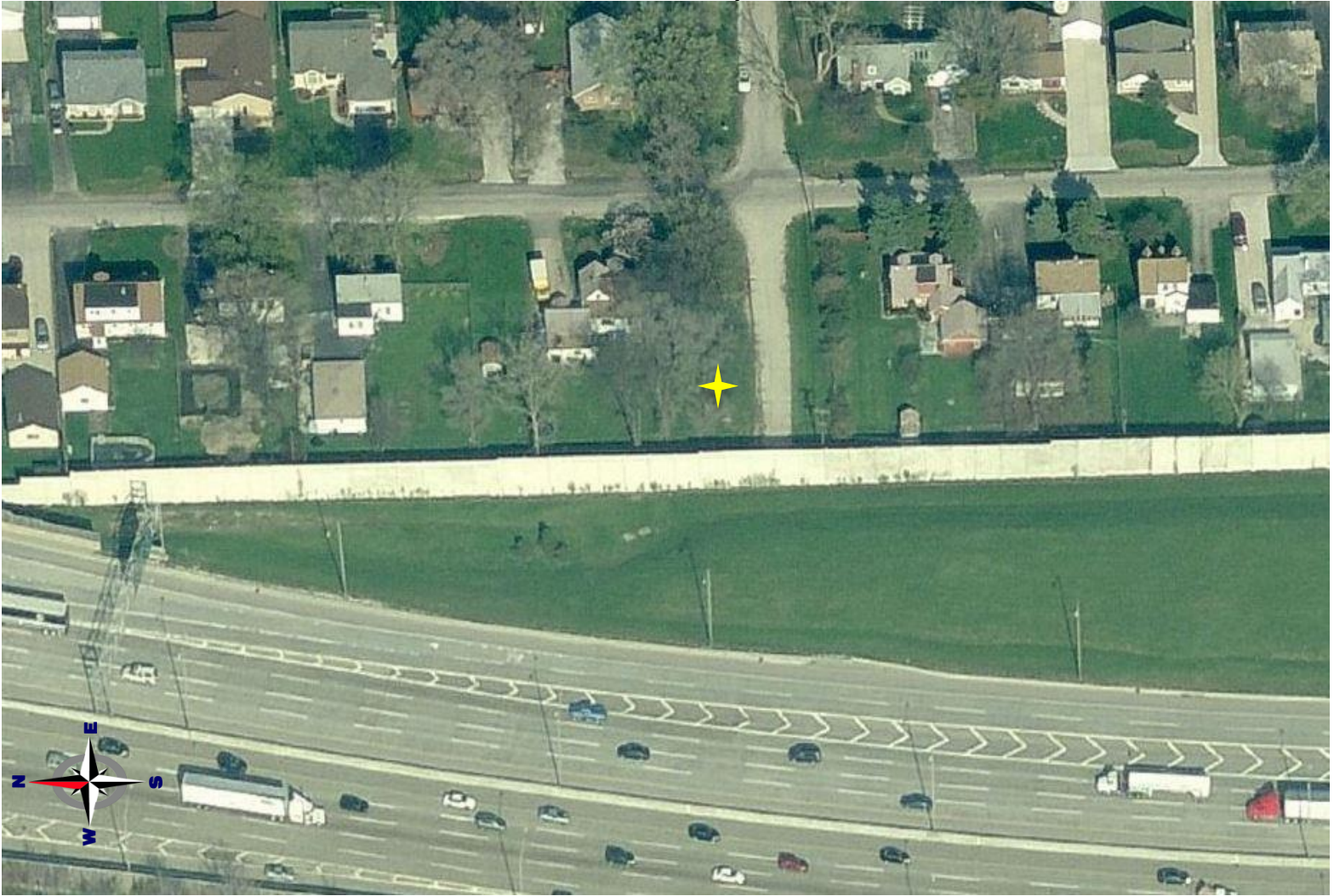
Date	Time	Comment
		Helicopter flew overhead
	N/A	Traffic data recorded via drone (ref. 'Flight 1' – DJI_0002.mp4)

TRAFFIC DATA

Roadway				
<u>Cars</u>				
<u>Medium Truck</u>				
<u>Heavy Truck</u>				
<u>Buses</u>				
<u>Motorcycles</u>				

 	<p>SOUND MONITORING DATA FORM Tri-State Tollway I-294, Contract 4224 Illinois State Tollway Highway Authority</p>

Site R/39 – Tri-State Tollway (Contract 4224)




The monitoring point was taken adjacent to a sanitary lift station (not pictured, constructed following this aerial vintage). The park/neighborhood is protected by an existing concrete noise wall (~20ft high).

SITE INFORMATION

Site: N(CNE-35)	Investigator(s): Bryan Cross (Prairie) <u>Steve McLaughlin</u> (Hanson)	Weather Conditions	
		Temp (°F) 56	
Meter ID: Svantek 971		Wind (mph) 14 SE	
Meter Serial No. 51606		RH (%) 64	
Data File(s): USENV24		Description: overcast, 100% clouds	
Start of Data Logging		End of Data Logging	
Date: May 9, 2016		Date:	
Time: 10:25am	Time: 10:39am	Time:	
	Duration: 15min	Duration:	

DESCRIPTION OF SURROUNDINGS



<p>Physical layout: <input type="checkbox"/> Picture of Monitor and Location</p> <p>Monitor was placed near the western property edge within the Mt. Carmel cemetery bordering Harrison St. and 294. See attached aerial.</p> <p>CNE Activity Code C (cemetery)</p>	
Major sound generator: highway traffic	

ADDITIONAL NOTES

Date	Time	Comment
	N/A	Traffic data recorded via drone (ref. 'Flight 2' – DJI_0003.mp4)

TRAFFIC DATA

Roadway				
<u>Cars</u>				
<u>Medium Truck</u>				
<u>Heavy Truck</u>				
<u>Buses</u>				
<u>Motorcycles</u>				

		SOUND MONITORING DATA FORM
		Tri-State Tollway I-294, Contract 4224 Illinois State Tollway Highway Authority

Site N/35 – Tri-State Tollway (Contract 4224)



The monitoring point was taken in an area of Mt. Carmel Cemetery north of Roosevelt Ave. The area is not protected by an existing noise wall.

SITE INFORMATION

Site: Q(CNE-34)	Investigator(s): Bryan Cross (Prairie) Steve McLaughlin (Hanson)	Weather Conditions	
		Temp (°F) 57	
Meter ID: Svantek 971		Wind (mph) 5	
Meter Serial No. 401992		RH (%) 70	
Data File(s):		Description: full overcast, wind from SE Data from South Elmhurst station	


Start of Data Logging		End of Data Logging		Start of Data Logging		End of Data Logging	
Date:	May 9, 2016			Date:			
Time:	10:25am	Time:	10:39am	Time:		Time:	
		Duration:	15min			Duration:	

DESCRIPTION OF SURROUNDINGS

Physical layout:
 Picture of Monitor and Location

Monitor was placed in front yard of 545 East Harvard St, located in center of the 88/294/Roosevelt interchange. Photo taken looking east, 88WB to WB Roosevelt ramp located behind tree line at back of photo. See attached aerial.

CNE Activity Code B
(residential)



Major sound generator: highway traffic

ADDITIONAL NOTES

Date	Time	Comment
		No noise disturbances noted
	N/A	Traffic data recorded via drone (ref. 'Flight 2' – DJI_0003.mp4)

TRAFFIC DATA

Roadway				
<u>Cars</u>				
<u>Medium Truck</u>				
<u>Heavy Truck</u>				
<u>Buses</u>				
<u>Motorcycles</u>				

Site Q/34 – Tri-State Tollway (Contract 4224)



The monitoring point was taken in the front yard of the residence. A noise wall is present on west side of 294 but not on the 88 to Roosevelt ramp (IDOT ramp).

SITE INFORMATION

Site: K(CNE-29)	Investigator(s): Bryan Cross (Prairie) <u>Steve McLaughlin</u> (Hanson)	Weather Conditions	
		Temp (°F) 57	
Meter ID: Svantek 971		Wind (mph) 12 SE	
Meter Serial No. 51606		RH (%) 61	
Data File(s): USENV		Description: overcast, 100% clouds	
Start of Data Logging		End of Data Logging	
Date: May 9, 2016		Date:	
Time: 11:16am	Time: 11:32am	Time:	
	Duration: 15min	Duration:	

DESCRIPTION OF SURROUNDINGS

<p>Physical layout: <input type="checkbox"/> Picture of Monitor and Location</p> <p>Monitor was placed in the front side yard of 1824 Coolidge Ave. on east side of 294. See attached aerial.</p> <p>CNE Activity Code B (residential)</p> <p>Major sound generator: highway traffic</p>	
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ADDITIONAL NOTES

Date	Time	Comment
		3 disturbances noted: reroofing occurring during recording ~1 block to the south, helicopter fly-bys at 11:19 & 28
	N/A	Traffic data recorded via drone (ref. 'Flight 3' – DJI_0004.mp4)

TRAFFIC DATA

Roadway				
<u>Cars</u>				
<u>Medium Truck</u>				
<u>Heavy Truck</u>				
<u>Buses</u>				
<u>Motorcycles</u>				

		SOUND MONITORING DATA FORM
		Tri-State Tollway I-294, Contract 4224 Illinois State Tollway Highway Authority

Site K/29 – Tri-State Tollway (Contract 4224)




The monitoring point was taken in front side yard of residence on Coolidge. The area is partially protected by an existing concrete noise wall which starts near Elm Street. The walls are only about 6ft tall where they start but there is also ~30ft change in elevation from the road embankment.

SITE INFORMATION

Site: J(CNE-28)	Investigator(s): Bryan Cross (Prairie) Steve McLaughlin (Hanson)	Weather Conditions	
		Temp (°F) 58	
Meter ID: Svantek 971		Wind (mph) 5	
Meter Serial No. 401992		RH (%) 68	
Data File(s): USENV		Description: full overcast, wind from SE Data from South Elmhurst station	
Start of Data Logging		End of Data Logging	
Date: May 9, 2016		Date:	
Time: 11:16am	Time: 11:32am	Time:	
	Duration: 15min	Time:	
		Duration:	

DESCRIPTION OF SURROUNDINGS

<p>Physical layout: <input type="checkbox"/> Picture of Monitor and Location</p> <p>Monitor was placed in front yard of 505 East Crescent Ave, located on north side of dead end. Photo taken looking east, EB290 to SB294 ramp beyond wooden noise wall at back of photo. See attached aerial.</p> <p>CNE Activity Code B (residential)</p> <p>Major sound generator: highway traffic</p>	
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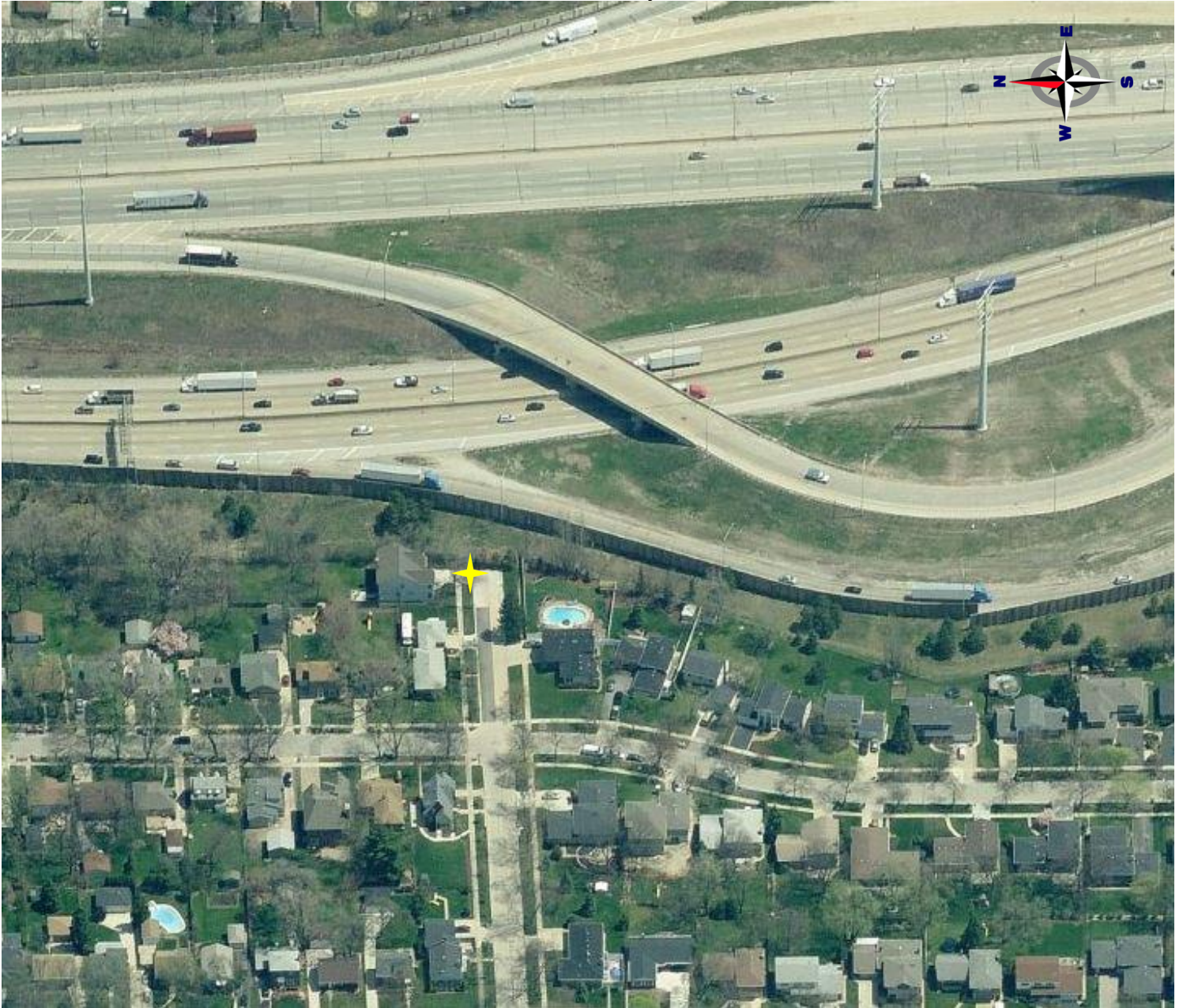
ADDITIONAL NOTES

Date	Time	Comment
		A noise disturbance (trailer gate dropping ~1 block away) was noted during recording
	N/A	Traffic data recorded via drone (ref. 'Flight 3' – DJI_0004.mp4)

TRAFFIC DATA

Roadway				
<u>Cars</u>				
<u>Medium Truck</u>				
<u>Heavy Truck</u>				
<u>Buses</u>				
<u>Motorcycles</u>				

Site J/28 – Tri-State Tollway (Contract 4224)



The monitoring point was taken in the front yard of the residence at the dead end of Crescent. A wooden noise wall is present on west side of the 290 ramp embankment (~20ft high).

SITE INFORMATION


Site: F (CNE-26)	Investigator(s): Bryan Cross (Prairie) <u>Steve McLaughlin</u> (Hanson)	Weather Conditions	
		Temp (°F) 57	
Meter ID: Svantek 971		Wind (mph) 12 SE	
Meter Serial No. 51606		RH (%) 61	
Data File(s): USENV		Description: overcast, 100% clouds	
Start of Data Logging		End of Data Logging	
Date: May 9, 2016		Date:	
Time: 11:49am	Time: 12:04pm	Time:	
	Duration: 15min	Duration:	

DESCRIPTION OF SURROUNDINGS

Physical layout:
 Picture of Monitor and Location

Monitor was placed in the front yard of 6015 Bur Oak Ave. on east side of 294. An ~14ft concrete noise wall sat on a concrete retaining wall situated on an ~8ft embankment. See attached aerial.

CNE Activity Code B
(residential)



Major sound generator: highway traffic (294)

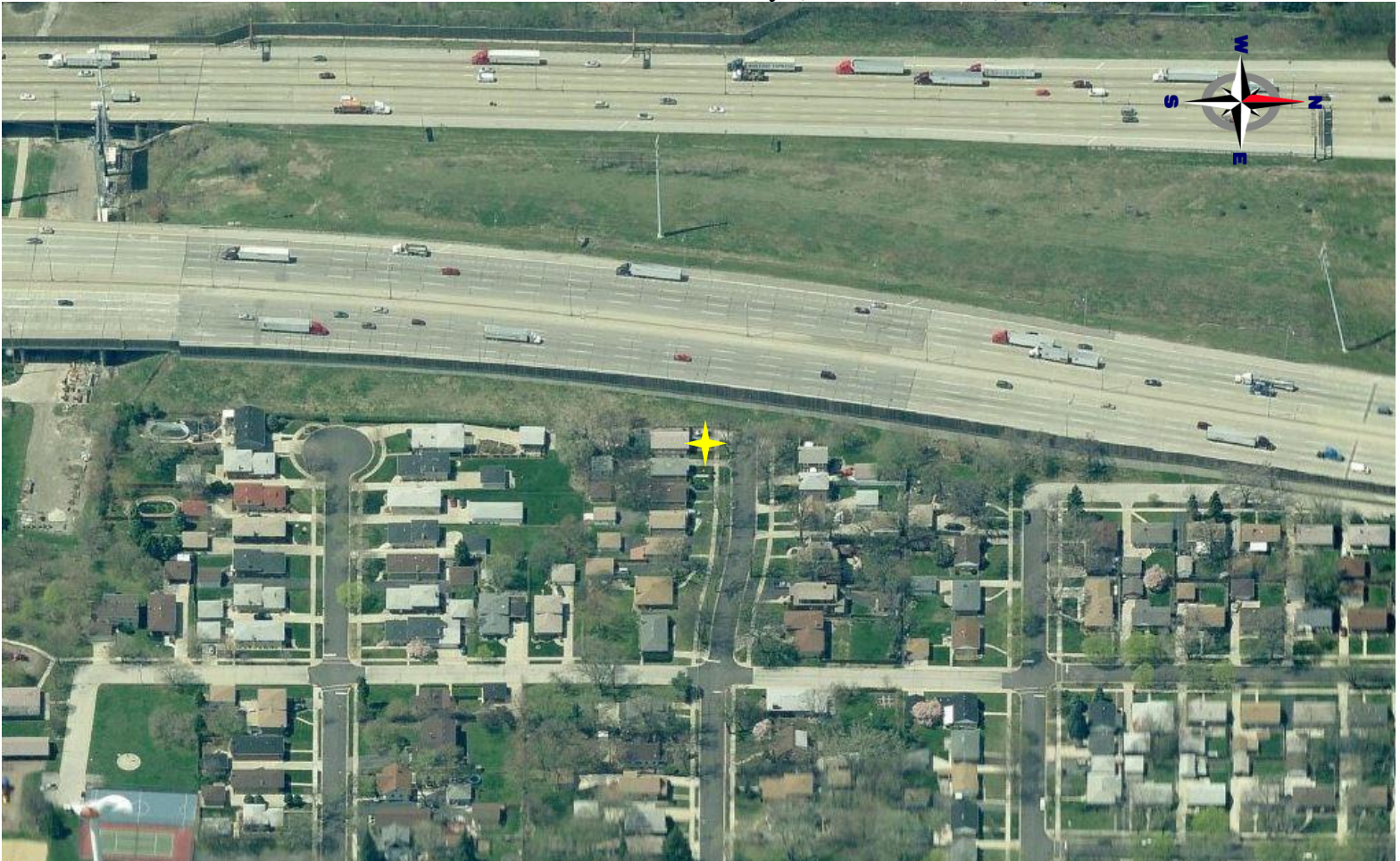
ADDITIONAL NOTES

Date	Time	Comment
	N/A	Traffic data recorded via drone (ref. 'Flight 4' – DJI_0005.mp4)

TRAFFIC DATA

Roadway			
<u>Cars</u>			
<u>Medium Truck</u>			
<u>Heavy Truck</u>			
<u>Buses</u>			
<u>Motorcycles</u>			

Site F/26 – Tri-State Tollway (Contract 4224)




The monitoring point was taken in front yard of residence at dead end of Bur Oak Ave. The area is protected by an existing wooden noise wall perched on retaining wall on an embankment.

SITE INFORMATION

Site: E(CNE-25)	Investigator(s): Bryan Cross (Prairie) Steve McLaughlin (Hanson)	Weather Conditions	
		Temp (°F) 58	
Meter ID: Svantek 971		Wind (mph) 3	
Meter Serial No. 401992		RH (%) 68	
Data File(s): USENV		Description: full overcast, wind from SE Data from South Elmhurst station	
Start of Data Logging		End of Data Logging	
Date: May 9, 2016		Date:	
Time: 11:49am	Time: 12:04pm	Time:	
	Duration: 15min	Duration:	

DESCRIPTION OF SURROUNDINGS

<p>Physical layout: <input type="checkbox"/> Picture of Monitor and Location</p> <p>Monitor was placed in side yard of 475 Hampshire Ave, located on south side of dead end (of Ridge Ave). Photo taken looking east, EB290 beyond wooden noise wall on embankment at back of photo. See attached aerial.</p> <p>CNE Activity Code B (residential)</p>	
<p>Major sound generator: highway traffic (290)</p>	

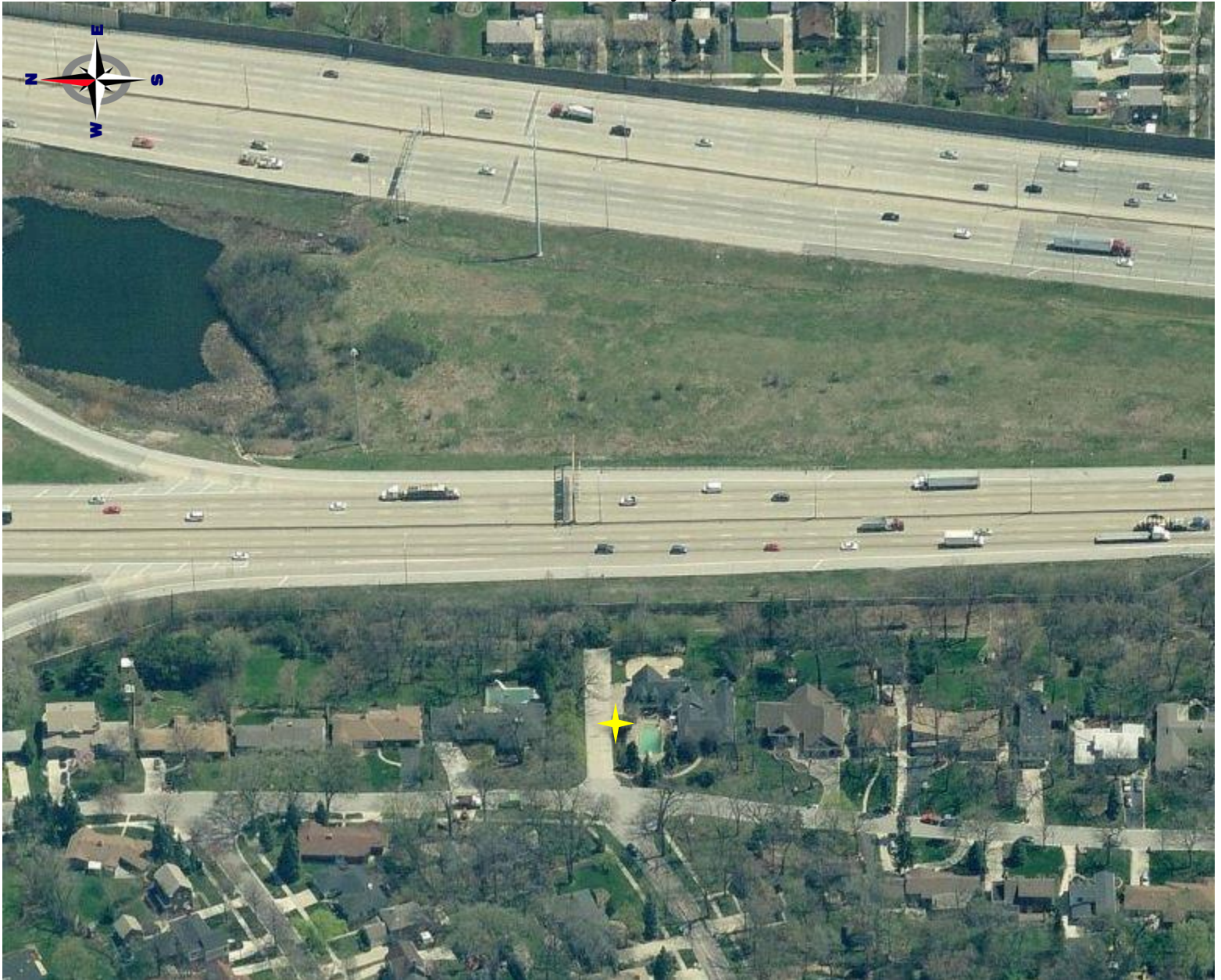
ADDITIONAL NOTES

Date	Time	Comment
		Initially was going to set up monitor in back yard, however, a utility service access for natural gas was located immediately to the right of the vehicle in the photo. Produced a fairly quiet buzz, but wanted to keep monitor back away from the potential disturbance.
	N/A	Traffic data recorded via drone (ref. 'Flight 4' – DJI_0005.mp4)

TRAFFIC DATA

Roadway			
<u>Cars</u>			
<u>Medium Truck</u>			
<u>Heavy Truck</u>			
<u>Buses</u>			
<u>Motorcycles</u>			

Site E/25 – Tri-State Tollway (Contract 4224)




The monitoring point was taken in the side yard of the residence at the dead end of Ridge Ave. A wooden noise wall is present on west side of 290 embankment (~20ft high).

SITE INFORMATION

Site: B(CNE-23)	Investigator(s): Bryan Cross (Prairie) <u>Steve McLaughlin</u> (Hanson)	Weather Conditions	
		Temp (°F) 57	
Meter ID: Svantek 971		Wind (mph) 12 SE	
Meter Serial No. 51606		RH (%) 61	
Data File(s): USENV		Description: overcast, 100% clouds	
Start of Data Logging		End of Data Logging	
Date: May 9, 2016		Date:	
Time: 12:26pm	Time: 12:38pm	Time:	
	Duration: 12min	Duration:	

DESCRIPTION OF SURROUNDINGS

<p>Physical layout: <input type="checkbox"/> Picture of Monitor and Location</p> <p>Monitor was placed in the side yard of 1014 Victoria Ave. on east side of 294. An ~14ft noise wall sat on an ~10 concrete retaining wall situated on an ~20ft embankment. See attached aerial.</p> <p>CNE Activity Code B (residential)</p>	
<p>Major sound generator: highway traffic (294), UP rail</p>	

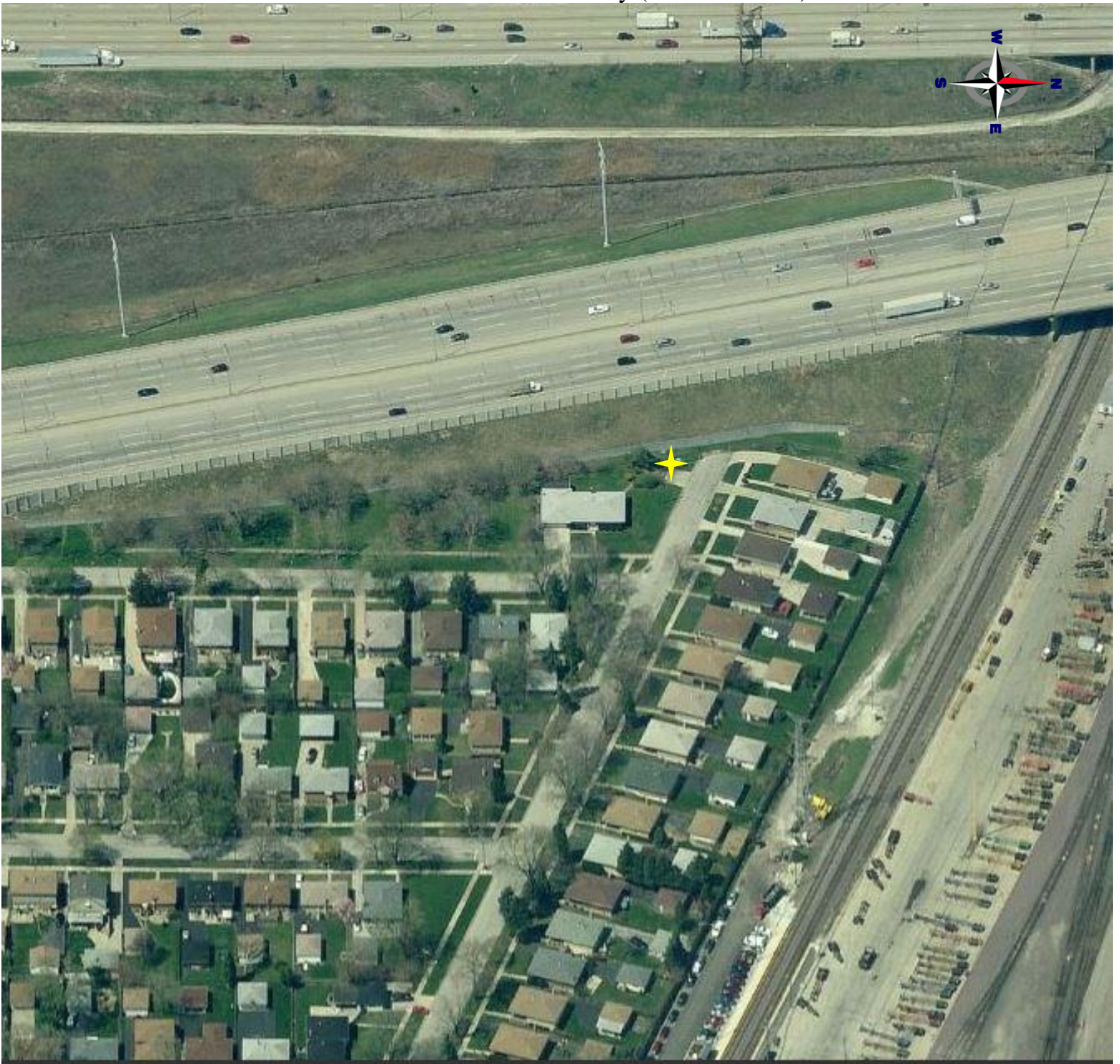
ADDITIONAL NOTES

Date	Time	Comment
		The UP line entering yard is located just to the north of sampling point, a 73 car train passed through area which took approximately 3min (12:33-36). Single light whistle blown during passing
	N/A	Traffic data recorded via drone (ref. 'Flight 5' - DJI_0006.mp4)

TRAFFIC DATA

Roadway				
<u>Cars</u>				
<u>Medium Truck</u>				
<u>Heavy Truck</u>				
<u>Buses</u>				
<u>Motorcycles</u>				

Site B/23 – Tri-State Tollway (Contract 4224)



The monitoring point was taken in side yard of residence at dead end of Park Ave. The area is protected by an existing concrete noise wall perched on retaining wall on an embankment. The UP rail yard is located north of the point.

