

August 5, 2022

Noise Analysis Report

Brent Spence Bridge
HAM-75-1.05
PID 113361



Prepared for:
Ohio Department of Transportation
District 8
505 S. State Route 741
Lebanon, Ohio 45036

Prepared by:
Lawhon & Associates, Inc.
1441 King Avenue
Columbus, Ohio 43212

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.



EXECUTIVE SUMMARY

The noise analysis for this project was conducted in accordance with the Code of Federal Regulations (CFR), Title 23, Part 772, and the U.S. Department of Transportation, Federal Highway Administration (FHWA), Highway Traffic Noise Analysis and Abatement Policy and Guidance (FHWA, 2011). The project was further conducted in accordance with the Ohio Department of Transportation (ODOT) noise policy pertaining to Standard Procedure for Analysis and Abatement of Highway Traffic Noise (ODOT, 2011) and the changes, clarifications and additions incorporated into ODOT's Highway Traffic Noise Analysis Manual dated May 13, 2020.

The HAM-75-1.05 (113361) project is located in the city of Cincinnati, Hamilton County, Ohio. The north limit of the study area is located just south of the Marshall Avenue overpass of Interstate 75 (I-75) and the south project limit is south of the existing I-71/I-75/US50 interchange. Feasible alternatives for the project were evaluated and Alternative I was selected as the preferred alternative. As part of Alternative I, a local collector-distributor roadway (C-D roadway) will be constructed along both sides of I-75. The local northbound C-D roadway will carry local traffic from the existing bridge over the Ohio River and provide access ramps to Second Street, I-71 northbound, US 50 westbound, Fifth Street and Winchell Avenue before reconnecting to I-75 just south of Ezzard Charles Drive. The existing northbound ramp from Fourth Street will utilize the proposed northbound C-D roadway for access to I-75. The northbound ramps from Sixth and Ninth Streets to I-75 will be removed requiring traffic from these two roadways to utilize a new local roadway running parallel to I-75 connecting to Winchell Avenue and accessing I-75 at the Bank Street Interchange. The proposed southbound C-D roadway will begin near the Ezzard Charles Drive overpass and will carry traffic into downtown Cincinnati while providing local access to Seventh, Fifth and Second Streets. The southbound C-D roadway will also connect to access ramps from Western Avenue, Ninth Street and US 50 eastbound. Between Ezzard Charles Drive and the Western Hills Viaduct, northbound I-75 will have five lanes and southbound I-75 will have six lanes, for a total of 11 travel lanes. The ramps to Western Avenue and from Winchell Avenue just north of Ezzard Charles Drive to the Interstate will be eliminated. The southbound ramp to Freeman Avenue and the northbound ramp from Freeman Avenue to I-75 will remain. Alternative I also improves Western and Winchell Avenues to facilitate traffic flow and increase capacity. Ramps to Western Avenue and from Winchell Avenue will be provided around the Western Hills Viaduct Interchange, which will be reconfigured to be a tight urban diamond design. The noise analysis was prepared for all noise sensitive receivers located within 500 feet of the existing and proposed driving lanes and entrance/exit ramps to/from I-75.

This noise analysis is a revision of the noise analysis originally prepared for this project dated December 2011. The roadway configurations proposed as Alternative I and described above were not changed in the revised analysis. Changes to the analysis include the update of traffic volumes and percent truck traffic to reflect the Existing Year 2028 and Design Year 2048 traffic volumes. The project area was also reviewed and updated for changes to noise sensitive receptor locations over the past 10 years. Some receptor sites have been removed (demolition) and other receptor sites were added (new construction).

The study area has been divided into six noise sensitive areas (NSA) on the east side of I-75 and the entire west side of I-75 as one NSA. All of the NSAs have been modeled for the Existing Year 2028 and Design Year 2048 using certified traffic data provided by ODOT. Noise abatement was not evaluated for receivers on the west side of I-75 as there were too few receivers and they are located far apart from one another. Noise abatement was not evaluated for NSA2, NSA 3 NSA 4 and NSA 5 due to a lack of areas for frequent exterior use. Noise abatement was evaluated for NSA 1 and NSA 6 on the east side of I-75 and results are summarized in the following table. Noise abatement was not found to be both a feasible and reasonable measure at any of the NSAs. Therefore, noise barrier walls are not recommended for this project. Although noise barriers were found not to be warranted for the project, ODOT recognizes the I-75 corridor will remain the predominant noise source within

the project area. Noise walls may still be built due to community issues and/or to offset community concerns. In an effort to reduce overall traffic noise levels in the project area, ODOT is considering the use of 57" high concrete parapets wherever possible. The 57" high parapets are the highest parapet available for use in the state of Ohio. Traffic noise studies in the state of Ohio have shown that the use of 57" high parapets result in a noticeable reduction in noise levels. It is proposed that the parapets be constructed and used in lieu of guardrails on the top of retaining walls on the inside and outside of bridge decks, and in the center median to prevent traffic crossover. Another option ODOT is strongly considering is the use of an 8' tall integral extended traffic barrier on MSE wall on the NB side of IR75 where the noise sensitive communities exist. The 8' tall integral extended traffic barrier would reduce noise much greater than a 57" parapet wall. ODOT-OSE should be consulted regarding these options.

Noise Barrier Evaluation Summary

Barrier	Barrier Length (feet)	Barrier Height (feet)	Square Footage of Barrier	Maximum Insertion Loss ^a (dB)	Impacted Receptors	Benefitted Receptors ^b	Barrier Cost ^c	Cost per benefited receptor	Effectiveness		Barrier Location ^f	Barrier Recommended ^g
									Feasible ^d	Reasonable ^e		
NSA 1	1,626	20	32,520	6.5	65	21	\$975,810	\$46,467	Yes	No	EOS	No
NSA 6	640	13	8,320	7.4	6	6	\$832,000	\$138,670	Yes	NO	ROW Retaining Wall	No

^a Insertion Loss (IL) is the maximum noise reduction provided by the noise barrier.

^b A receptor is considered benefited by the noise barrier if the IL is 5dB or greater.

^c Cost is based on \$30 per square foot of noise barrier constructed on ground and \$100 per square foot constructed on structure..

^d A noise barrier is considered feasible if it can provide a substantial noise reduction of at least 7dB at one receptor location.

^e A noise barrier is considered cost reasonable if the cost per benefited receptor is less than \$42,000.

^f The location of the noise barrier wall: ROW=noise barrier is located along the right of way line; EOS=noise barrier is located along the edge of shoulder.

^g Noise barrier recommendation is based on the number of benefited receptors and the relative cost per benefited receptor.

Noise Analysis Report
HAM-75-1.05
PID 113361

TABLE OF CONTENTS

<u>SECTION</u>		<u>PAGE</u>
1.0	Introduction	1
	Project Description	1
	Existing Land Use	1
2.0	Noise Analysis	3
	Applicability	3
	Analysis Objectives	3
	Noise Descriptors	3
	Noise Sensitive Areas	5
	Traffic	9
	Ambient Noise Measurements and Noise Model Validation.....	9
3.0	Noise Modeling	10
	Existing Condition 2028	10
	Design Year 2048 Build Alternative I.....	10
4.0	Impact Assessment	11
	Impact Assessment Summary	11
5.0	Evaluation of Noise Abatement Measures	15
	Barrier Wall Analysis	16
6.0	Construction Noise	21
7.0	Undeveloped Land	22
8.0	Conclusion and Recommendation	23
	Noise Barrier Evaluation Summary	24
9.0	References	25

APPENDICES

- Appendix A Certified Traffic Data
Appendix B Traffic Noise Model Input/Output Files

Section 1.0

INTRODUCTION

Project Description

The HAM-75-1.05 (113361) project is located in the city of Cincinnati, Hamilton County, Ohio. The project location and the study area are shown on Figure 1. The north limit of the study area is located just south of the Marshall Avenue overpass of Interstate 75 (I-75) and the south project limit is south of the existing I-71/I-75/US50 interchange. Feasible alternatives for the project were evaluated and Alternative I was selected as the preferred alternative. As part of Alternative I, a local collector–distributor roadway (C-D roadway) will be constructed along both sides of I-75. The local northbound C-D roadway will carry local traffic from the existing bridge over the Ohio River and provide access ramps to Second Street, I-71 northbound, US 50 westbound, Fifth Street and Winchell Avenue before reconnecting to I-75 just south of Ezzard Charles Drive. The existing northbound ramp from Fourth Street will utilize the proposed northbound C-D roadway for access to I-75. The northbound ramps from Sixth and Ninth Streets to I-75 will be removed requiring traffic from these two roadways to utilize a new local roadway running parallel to I-75 connecting to Winchell Avenue and accessing I-75 at the Bank Street Interchange. The proposed southbound C-D roadway will begin near the Ezzard Charles Drive overpass and will carry traffic into downtown Cincinnati while providing local access to Seventh, Fifth and Second Streets. The southbound C-D roadway will also connect to access ramps from Western Avenue, Ninth Street and US 50 eastbound. Between Ezzard Charles Drive and the Western Hills Viaduct, northbound I-75 will have five lanes and southbound I-75 will have six lanes, for a total of 11 travel lanes. The ramps to Western Avenue and from Winchell Avenue just north of Ezzard Charles Drive to the Interstate will be eliminated. The southbound ramp to Freeman Avenue and the northbound ramp from Freeman Avenue to I-75 will remain. Alternative I also improve Western and Winchell Avenues to facilitate traffic flow and increase capacity. Ramps to Western Avenue and from Winchell Avenue will be provided around the Western Hills Viaduct Interchange, which will be reconfigured to be a tight urban diamond design. A noise analysis was prepared for all noise sensitive receivers located within 500 feet of the existing driving lanes and entrance/exit ramps to/from I-75.

Existing Land Use

Within the study area, the west side of I-75 is almost entirely comprised of commercial and industrial land use with a very few isolated residential dwelling units. The east side of I-75 is comprised mostly of residential dwelling units of single-family and multi-family land use. There are a few areas on the east side that are predominantly commercial/light industrial land use but overall, it is mostly residential land use.



Section 2.0 **NOISE ANALYSIS**

The noise analysis prepared for this project was conducted in accordance with the Code of Federal Regulations (CFR), Title 23, Part 772, and the U.S. Department of Transportation, FHWA, *Highway Traffic Noise Analysis and Abatement Policy and Guidance* (FHWA, 2011). The project was further conducted in accordance with the ODOT noise policy pertaining to *Standard Procedure for Analysis and Abatement of Highway Traffic Noise* (ODOT, 2015) and the changes, clarifications and additions incorporated into ODOT's Highway Traffic Noise Analysis manual dated April 2015. The Existing Year 2028 noise levels and noise levels for the Design Year 2048 Build alternative was modeled using the FHWA Traffic Noise Model (TNM) Version 2.5 (FHWA, 1998). Specific data and assumptions used in this analysis are described as follows:

Applicability

This noise analysis has been performed in accordance with the policy that applies to Type I projects. A Type I project as described by the ODOT Standard Procedures for Analysis and Abatement of Highway Traffic noise document is a federal aid highway project for the construction of highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through traffic lanes (ODOT, 2015). This project will modify existing access points along US 33 resulting in the re-direction of some traffic.

Analysis Objectives

The objectives of this noise analysis include: (1) identification of existing and future noise sensitive areas in the vicinity of the proposed roadway improvement; (2) characterization of the existing noise levels for the Existing Year 2019 environment through computer modeling; (3) prediction of future year noise levels for the Design Year 2046 Build alternative through computer modeling, (4) comparison of existing year noise levels against future, design year noise levels to identify noise impact within the project area; (5) evaluation of reasonable and feasible noise abatement measures for reducing noise levels where noise impacts are identified; and, (6) communication of the results to the public and local officials.

Noise Descriptors

Noise descriptors are used to describe the time varying nature of noise. In this report, noise levels will be described as hourly A weighted equivalent sound level in decibels, or **dBA L_{eq(h)}**. Noise is defined as unwanted sound, which is produced by the vibration of sound pressure waves. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels (**dB**). Decibels are a logarithmic unit, which expresses the ratio of sound pressure level to a standard reference scale. The decibel scale has a range of 0-120 and is used to show the amount of sound pressure at a given location from the general environment of specific sources. An increase or decrease of 10 dB is perceived as doubling or halving of the sound intensity since the decibel scale is logarithmic. In general, the average person cannot detect an increase or decrease in sound pressure level of less than 3 dB. A change in sound pressure level of 5 dB is readily perceptible by most people.

Sound is composed of various frequencies which are measured in cycles per second or Hertz (Hz). The human ear can detect a wide range of frequencies from 20 to 20,000 Hz, but is most sensitive to sounds over a frequency range of 200 to 5,000 Hz. The human ear does not respond in a uniform manner to different

frequency sounds. A sound pressure level of 70 dB will be perceived as much louder at 1,000 Hz than at 100 Hz. To account for this, various weighting methods have been developed to reflect human sensitivity to noise. The purpose of a weighting method is to de-emphasize the frequency ranges in which the human ear is less sensitive. The most commonly used measure of noise level is the A-weighted sound level (**dBA**). The dBA sound level is widely used for transportation related noise measurements and specifications for community noise ordinances and standards. The dBA has been shown to be highly correlated to human response to noise.

In addition to noise fluctuating in frequency, environmental noise will fluctuate in intensity from moment to moment. Over a period of time there will be quiet moments and peak levels resulting from noisy, identifiable sources (trucks, aircraft, etc.). Because of these fluctuations, it is common practice to average these noise level fluctuations over a specified period of time. The equivalent sound level over a given period of interest, L_{eq} , is widely accepted as a valid measure of community noise. The L_{eq} is equal to the equivalent steady state noise level which, in a stated time period, would contain the same acoustical energy as the time varying noise levels that actually occurred during the same time period. The hourly value of L_{eq} , based upon the peak hour percentage of the annual average daily traffic, is referred to as $L_{eq(h)}$. Surveys have shown that L_{eq} properly predicts annoyance, and this descriptor is commonly used for noise measurement, prediction, and impact assessment.

Noise Sensitive Areas (NSA)

The FHWA has established seven Activity Categories that must be considered for Noise Abatement Criteria (NAC). The Activity Categories are described in Table 1.

Table 1. Noise Abatement Criteria (NAC): Hourly A-Weighted Sound Level in Decibels (dBA)			
Activity Category	$L_{eq(h)}$	$L_{10(h)}$	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	70	Residential
C	67 (Exterior)	70 (Exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, television studios, trails and trail crossings.
D	52 (Interior)	55 (Interior)	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools and television studios.
E	72 (Exterior)	75 (Exterior)	Hotels, motels, offices, restaurant/bars, and other developed lands properties or activities not included in A-D, or F.
F	N/A	N/A	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical) and warehousing.
G	N/A	N/A	Undeveloped lands that are not permitted.

Noise Sensitive Areas

Noise sensitive areas (NSA) are areas of similar land use that would be sensitive to an increase in noise levels. The study area has been divided into NSAs and will be called the west side of I-75 and NSAs 1 through six located on the east side of I-75 as shown on Figure 2, Page 7 and Page 8. NSAs evaluated as part of this project have been modeled for the Existing Year 2028 and Design Year 2048 using certified traffic data provided by ODOT. The NSAs for this project are described in detail from north to south in the following section.

The west side of I-75

The west side of I-75 in the study area is almost entirely industrial and commercial land uses. There are less than 10 noise sensitive receivers including residential and places of worship on the west side. The receivers on the west side of I-75 were evaluated for noise impact however, being so few and so widely spaced, evaluation for noise abatement measures was not conducted. See the figure on page 7.

NSA 1

NSA 1 is located on the east side of I-75 at the north project limits. NSA 1 is comprised of 105 residential dwelling units located south of Marshall Avenue and north of Central Avenue. The front row receivers are situated at an elevation of 20 to 30 feet higher than I-75 and increase in elevation continuing east. Receivers in NSA 1 are all Activity Category B having an FHWA noise abatement criterion (NCA) of 67 dBA.

NSA 2

NSA 2 is located on the east side of I-75 south of Bank Street and north of York Street. NSA 2 is comprised of 76 residential dwelling units. The receivers in NSA 2 are older structures originally built in the late 1800s and early 1900s. Most of the receivers are currently multi-family, many with additions and other structural modifications over the years. The receivers do not have the traditional areas of outdoor use buildings built in the 1920s and later have. There are no decks, patios or large front or rear porches where people would gather to spend outdoor time. Most of the current structures were constructed so near to one another that there are no areas that could be used for outdoor use. Based on the lack of areas for outdoor use it was determined that NSA 2 would not be evaluated for noise because it is no longer considered an NSA in accordance with 23CFR772 and ODOT's Noise Manual.

NSA 3

NSA 3 is located on the east side of I-75 south of Findlay Street and north of West Liberty Street. NSA 3 is mostly comprised of multi-family residential units. The residential units were not constructed with areas for outdoor use. Most of the units have a front door with a step down and sidewalk leading towards the street or parking lots. Based on the lack of areas for outdoor use it was determined that NSA 3 would not be evaluated for noise because it is no longer considered an NSA in accordance with 23CFR772 and ODOT's Noise Manual.

NSA 4

NSA 4 is located on the east side of I-75 south of West Liberty Street and north of Ezzard Charles Drive. NSA 4 is comprised of 180 multi-family residential dwelling units. Similar to the multi-family structures in NSA 4, the structures in NSA4 do not have areas for outdoor use. Based on the lack of areas for outdoor use it was determined that NSA 4 would not be evaluated for noise because it is no longer considered an NSA in accordance with 23CFR772 and ODOT's Noise Manual.

NSA 5

NSA 5 is located on the east side of I-75 south of Ezzard Charles Drive. NSA 5 is comprised of 205 multi-family residential dwelling units. All of the dwelling units have access via an open-air central stairway with none of the units have areas for outdoor use. Based on the lack of areas for outdoor use it was determined that NSA 5 would not be evaluated for noise because it is no longer considered an NSA in accordance with 23CFR772 and ODOT's Noise Manual.

NSA 6

NSA 6 is located on the east side of I-75 in the south end of the study area. NSA 6 is known as the Queens Gate Recreation Area and is located in the south west corner of Linn Street and West Court Street. The recreation area is comprised of a playground and a baseball field.

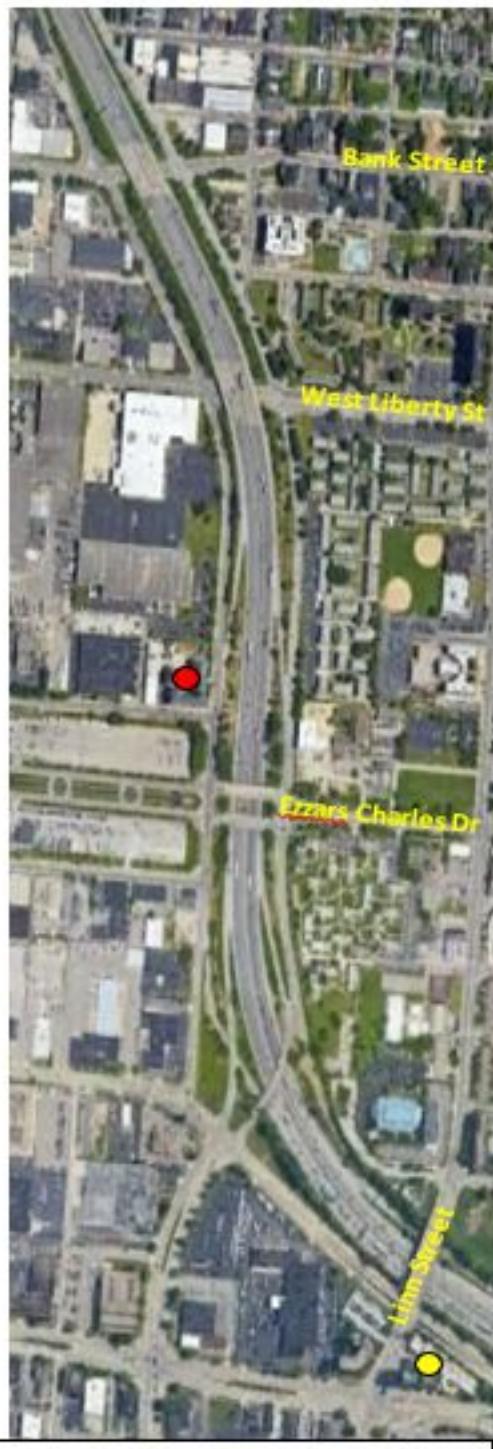


Figure 2
Noise Sensitive Receivers on the
West Side of I-75
HAM-75-1.05 PID 113361



Traffic

Traffic volumes used in this noise analysis were provided by the ODOT Office of Statewide Planning & Research Modeling and Forecasting Section on traffic plates dated February 1, 2022. The traffic data includes peak hour volumes and percentage of truck traffic for the Existing Year 2028 and Design Year 2048. Evening (PM) Peak hour traffic volume was used in the analysis to represent worst case traffic conditions. Three (3) vehicle types were used in the noise model, automobiles, heavy trucks and medium trucks. Truck traffic volume is five percent of the peak hour traffic volume and was broken down to 60% heavy truck and 40% medium truck traffic. The same percentages were used in the existing year and design year noise models. Traffic data used in the analysis is provided in Appendix B.

Ambient Noise Measurements and Noise Model Validation

Field noise measurements were not taken as part of this revised noise analysis. The TNM model runs prepared for the original 2011 noise analysis were used in this analysis with no changes made to the existing and design year roadway alignments. Almost all of the receiver site locations and elevations remained the same. Using almost all of the same data points, there was no need to validate the noise model as that was done adequately with the original 2011 model runs.

Section 3.0

NOISE MODELING

Existing Condition 2028

The most dominant noise source within the project area is traffic noise generated by traffic on I-75. The FHWA Transportation Noise Model (TNM) Version 2.5 was used to determine the existing noise levels at sensitive receptor sites. Traffic noise levels for Existing Year 2028 condition were predicted for the PM peak hour condition using 2028 traffic volume and the existing roadway configuration.

Design Year 2048 Build Alternative I

The Build Alternative is described as construction of the project as proposed under the Preferred Alternative I. TNM was used to predict future year noise levels for the Alternative I Build 2048 as if the project were constructed as in the project description. Noise levels for the Build alternative were predicted for the PM peak hour using the Alternative I roadway alignment and projected Design Year 2048 traffic volumes that are provided in Appendix B.

Section 4.0

IMPACT ASSESSMENT

To evaluate the significance of the changes in the predicted noise levels, the FHWA has established NAC, as shown in Table 1, for various categories of land use and represents the upper limits of acceptable traffic generated noise emissions. According to FHWA guidance, a project may have a traffic noise impact if either or both of the following conditions exist under the design year conditions:

- The predicted noise levels associated with the Build Alternative approach, meet, or exceed the applicable NAC. According to ODOT, noise levels "approach" the NAC when they are within 1 dB of the applicable NAC.
- A substantial increase occurs in predicted noise levels between the future year Build Alternative and the existing year noise level, even though the applicable NAC may not be approached or exceeded. A substantial increase is considered to be a 10 dB or greater increase, representing a doubling or more of the perceived existing noise level.

All of the sensitive noise receptor sites modeled in this analysis fall under the NAC Activity Category B having an applicable outdoor NAC of 67 dBA [$L_{eq(h)}$]. Therefore, under Activity Category B, a predicted noise level of 66 dBA would approach the NAC and would be considered a noise impact.

Impact Assessment Summary

The evening PM peak hour was used to represent the worst-case traffic condition and is used for impact assessment for all of the NSAs in this analysis. The TNM-generated peak hour noise levels for the existing condition provides a baseline for a comparison to TNM-generated peak hour noise levels for the design year condition to determine the predicted increase in noise level and the extent of noise impact, if any. The impact assessment for each of the six NSAs is described as follows:

NSA 1

A total of 54 noise sensitive receiver sites representing 103 individual residential dwelling units were analyzed for potential noise impact. As shown in Table 5, the predicted Existing Year 2028 noise levels range between 60 and 75 dBA. The predicted Design Year 2048 noise levels range from 62 to 75 dBA. The greatest increase in noise level from the existing year to the design year condition was predicted to be 3.6 dB at receptor site NSA1-5. None of the receptor sites are predicted to experience a substantial increase (>10dB increase) in noise level under the design year condition. Seventy residential dwelling units in NSA 1 were predicted to experience traffic noise levels that would exceed the Activity Category B NAC under the design year 2048 build alternative. Due to the predicted design year noise impacts, noise abatement measures were considered for all receptor sites in NSA 1. TNM output data sheets for the Existing Year 2028 and the Design Year 2048 model runs are provided in Appendix C. The existing year and design year noise levels for all receptors in NSA 1 are summarized in the following table:

Table 2.
NSA 1
Existing and Design Year Noise Levels

Receptor		2028 Existing Year	2048 Build		Impact Criteria			
Site	Dwelling Units	Calculated LAeq1h	Calculated LAeq1h	Increase Build over Existing	NAC Activity Category	Substantial Increase	Sound Level Criterion	Impact
		dBA	dBA	dB		dB	dBA	
NSA1-1	1	75.0	73.9	1.1	B	10	66	Yes
NSA1-2	1	74.5	73.4	1.1	B	10	66	Yes
NSA1-3	1	74.7	73.5	1.2	B	10	66	Yes
NSA1-4	1	73.1	71.9	1.2	B	10	66	Yes
NSA1-5	2	68.0	71.6	3.6	B	10	66	Yes
NSA1-6	2	68.9	71.2	2.3	B	10	66	Yes
NSA1-7	1	70.6	71.1	0.5	B	10	66	Yes
NSA1-8	1	70.7	70.7	0.0	B	10	66	Yes
NSA1-9	1	68.0	69.8	1.8	B	10	66	Yes
NSA1-10	1	65.3	67.0	1.7	B	10	66	Yes
NSA1-11	2	66.9	69.3	2.4	B	10	66	Yes
NSA1-12	2	68.4	69.1	0.7	B	10	66	Yes
NSA1-13	1	63.9	65.2	1.3	B	10	66	No
NSA1-14	3	70.1	71.0	0.9	B	10	66	Yes
NSA1-15	2	70.6	71.4	0.8	B	10	66	Yes
NSA1-16	1	72.9	73.3	0.4	B	10	66	Yes
NSA1-17	2	73.2	73.3	0.1	B	10	66	Yes
NSA1-18	1	74.0	74.0	0.0	B	10	66	Yes
NSA1-19	2	71.6	71.7	0.1	B	10	66	Yes
NSA1-20	2	68.8	71.2	2.4	B	10	66	Yes
NSA1-21	1	68.4	71.1	2.7	B	10	66	Yes
NSA1-22	3	66.8	70.6	3.8	B	10	66	Yes
NSA1-23	1	68.7	70.5	1.8	B	10	66	Yes
NSA1-24	2	70.0	70.5	0.5	B	10	66	Yes
NSA1-25	3	69.4	69.5	0.1	B	10	66	Yes
NSA1-26	2	67.3	69.0	1.7	B	10	66	Yes
NSA1-27	2	64.7	67.5	2.8	B	10	66	Yes
NSA1-28	2	64.9	66.5	1.6	B	10	66	Yes
NSA1-29	2	64.1	65.7	1.6	B	10	66	Yes
NSA1-30	3	63.9	65.7	1.8	B	10	66	Yes
NSA1-31	1	63.4	65.3	1.9	B	10	66	No
NSA1-32	2	63.5	65.2	1.7	B	10	66	No
NSA1-33	4	62.6	64.9	2.3	B	10	66	No
NSA1-34	2	62.3	65.2	2.9	B	10	66	No
NSA1-35	2	68.2	69.1	0.9	B	10	66	Yes
NSA1-37	2	69.5	69.6	1.4	B	10	66	Yes
NSA1-38	2	68.5	69.0	0.1	B	10	66	Yes
NSA1-39	2	69.3	69.0	0.5	B	10	66	Yes
NSA1-40	2	69.0	68.8	0.3	B	10	66	Yes
NSA1-41	1	66.0	66.8	0.2	B	10	66	Yes
NSA1-42	6	63.7	64.9	1.2	B	10	66	No

Table 2. NSA 1 Existing and Design Year Noise Levels								
Receptor		2028 Existing Year	2048 Build		Impact Criteria			
Site	Dwelling Units	Calculated LAeq1h	Calculated LAeq1h	Increase Build over Existing	NAC Activity Category	Substantial Increase	Sound Level Criterion	Impact
		dBA	dBA	dB		dB	dBA	
NSA1-43	1	63.8	65.4	1.6	B	10	66	No
NSA1-44	1	63.0	65.2	2.2	B	10	66	No
NSA1-45	1	64.9	66.5	1.6	B	10	66	Yes
NSA1-46	1	65.4	66.8	1.4	B	10	66	Yes
NSA1-47	2	69.0	68.9	0.1	B	10	66	Yes
NSA1-48	3	69.7	69.7	0.0	B	10	66	Yes
NSA1-49	1	64.9	66.9	2.0	B	10	66	Yes
NSA1-50	3	65.3	66.0	0.7	B	10	66	Yes
NSA1-51	4	63.3	63.7	0.4	B	10	66	Yes
NSA1-52	1	60.3	62.2	1.9	B	10	66	Yes
NSA1-53	4	62.0	64.5	2.5	B	10	66	Yes
NSA1-54	2	64.4	64.7	0.3	B	10	66	Yes
	103					Impacted Receivers		70

NSA 6

A total of 6 noise sensitive receiver sites representing 35 individual residential dwelling units were analyzed for potential noise impact. As shown in Table 3, the predicted Existing Year 2028 noise levels range between 60 and 69 dBA. The predicted Design Year 2048 noise levels range from 62 to 73 dBA. The greatest increase in noise level from the existing year to the design year condition was predicted to be 3.3 dB. None of the receptor sites are predicted to experience a substantial increase (>10dB increase) in noise under the design year condition. Sixteen residential dwelling units in NSA 6 were predicted to experience traffic noise levels that would exceed the Activity Category B NAC under the design year 2048 build alternative. Due to the predicted design year noise impacts, noise abatement measures were considered for all receptor sites in NSA 6. TNM output data sheets for the Existing Year 2028 and the Design Year 2048 model runs are provided in Appendix C. The existing year and design year noise levels for all receptors in NSA 6 are summarized in the following table:

Table 3 NSA 6 Existing and Design Year Noise Levels								
Receptor		2028 Existing Year	2048 Build		Impact Criteria			
Site	Dwelling Units	Calculated LAeq1h	Calculated LAeq1h	Increase Build over Existing	NAC Activity Category	Substantial Increase	Sound Level Criterion	Impact
		dBA	dBA	dB		dB	dBA	
NSA6-1	6	69.2	72.5	3.3	B	10	66	Yes
NSA6-2	1	60.5	62.6	2.1	B	10	66	No
NSA6-3	10	67.1	68.0	0.9	B	10	66	Yes
NSA6-4	6	62.2	63.9	1.7	B	10	66	No

Table 3
NSA 6
Existing and Design Year Noise Levels

Receptor		2028 Existing Year	2048 Build		Impact Criteria			
Site	Dwelling Units	Calculated LAeq1h	Calculated LAeq1h	Increase Build over Existing	NAC Activity Category	Substantial Increase	Sound Level Criterion	Impact
		dBA	dBA	dB		dB	dBA	
NSA6-5	8	61.0	62.4	1.4	B	10	66	No
NSA6-6	4	59.6	62.4	2.8	B	10	66	No
	35					Noise Impacts		16

Section 5.0

EVALUATION OF NOISE ABATEMENT MEASURES

In accordance with 23 CFR Part 772, noise abatement measures were considered for sites which were predicted to either approach, meet, or exceed the applicable FHWA NAC. Abatement measures that were considered include traffic management, modifications to the vertical and horizontal roadway alignments, noise insulation, and construction of permanent noise barriers within or adjacent to the right-of-way. In order to be considered for implementation, a potential mitigation measure must be determined to be both feasible and reasonable. Feasibility includes such considerations as effectiveness of the measure in attaining specified reductions in predicted noise levels, the cost of the measure, and the number of receptors that will benefit. Reasonableness considerations can include overall environmental effects and whether the affected community would desire an abatement measure.

Traffic management measures: Traffic management measures, which can include restrictions on access to specific motor vehicle types, travel speed, traffic volumes, and/or time of operation, are sometimes used as noise abatement measures. A reduction in speed limit, while possibly generating some beneficial effects on noise level reduction, would affect the ability of the roadway to accommodate anticipated traffic volumes and reduce the capacity of the proposed facility. Limiting truck traffic and/or time of truck traffic operation is not a feasible option to reduce noise impacts due to the lack of nearby routes capable of handling the existing capacity. Limiting truck traffic may further result in economic impact that time use limitations may have on commercial traffic and businesses both within and beyond the project locale. Traffic management measures would not be a feasible noise abatement measure; therefore, it is not considered as an option for this project.

Alteration of horizontal and vertical alignments: Alignment modifications generally involve orienting and/or siting the roadway a sufficient distance from noise sensitive areas to minimize noise impact. Vertical alignment is dictated by the existing roadway elevations at existing intersections. Altering the proposed vertical alignment of I-75 would result in an additional project cost and is not a feasible option. Further altering the horizontal alignment in this populated area would result in additional project cost due to acquisition of new permanent right-of-way, economic and social impact due to additional residential and commercial relocations. Vertical and/or horizontal alignment modifications to the proposed alignment were considered and are not feasible and reasonable noise abatement measures.

Acquisition of real property or interests therein to serve as a buffer zone: Buffer zones are undeveloped, open spaces which border a highway and are created when a highway agency purchases land or development rights, in addition to the normal right-of-way, so that future dwellings cannot be constructed next to the highway. Following ODOT guidelines, the amount of public funds considered reasonable for noise abatement purposes is \$42,000 per benefited noise sensitive receptor. A property acquisition program to provide a noise buffer zone adjacent to the existing route is not a reasonable noise abatement measure because the land and numerous impacted residential properties adjacent to the project corridor are likely to be of a considerably higher value. Creating a buffer zone is not considered to be a reasonable or feasible abatement measure for this project.

Noise insulation of public use or nonprofit institutional structures: This mitigation measure applies only to public use structures. No public use structures in the project area were impacted by noise. Noise insulation is not considered for the residential structures impacted by the proposed project.

Noise Barrier Construction: Noise barriers are generally the abatement measure most often associated with noise abatement on highway lane addition projects. Noise barriers reduce noise levels by blocking the sound path between the noise source and noise sensitive receptors. To be effective, noise barriers must be long, continuous, and sufficiently high to break the line of sight from the highway to the receptor. When designing a noise barrier wall, every attempt should be made to obtain a substantial noise reduction of 7 dB for at least one receptor. Noise barriers are generally designed to provide a minimum reduction of 7 dB for receptor sites located closest to the roadway. Noise levels must be reduced by a minimum of 4.5 dB at any sensitive receptor site for that site to be considered a benefited receptor. The construction of a noise barrier is considered a feasible mitigation measure if 40% of the impacted dwelling units receive at least a 4.5 dB noise reduction. The construction of a noise barrier is considered a reasonable mitigation measure if the construction cost is less than \$42,000 per benefited receptor. The cost per square foot of noise barrier wall construction, provided by ODOT is \$30. Reasonableness also includes the desires of the affected property owners to have a noise barrier constructed adjacent to their property.

Barrier Wall Analysis

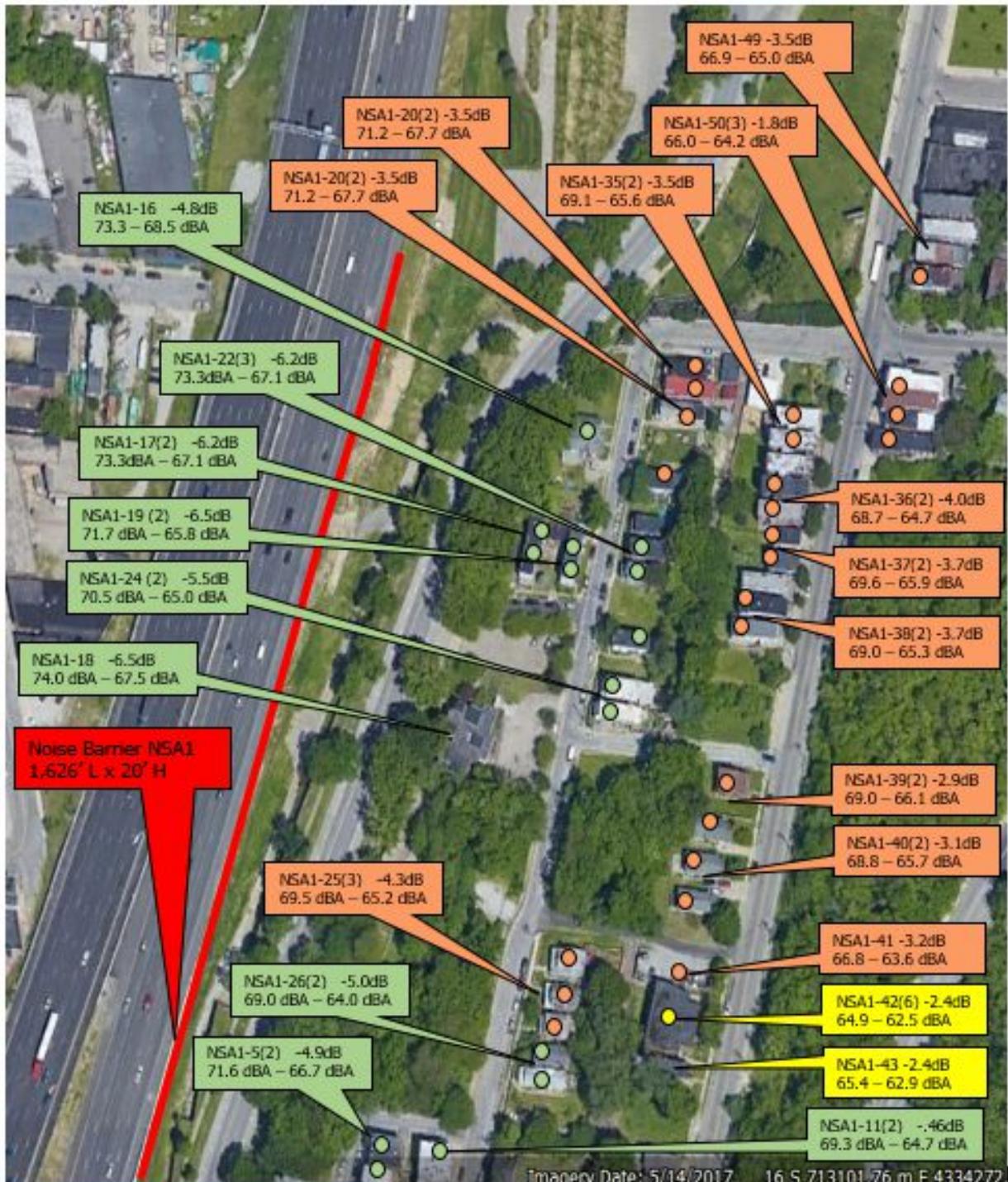
NSA 1

A noise barrier wall was evaluated for potential noise abatement for the receptors in NSA 1 and is shown on Figure 3. Noise barrier wall NSA1 was modeled along the proposed edge of shoulder (EOS) of northbound I-75. Noise barrier NSA 1 was evaluated at a length of 1,626 feet at different heights ranging from 14 foot to 20 foot. Table 4 shows the effectiveness of the configurations of noise barrier NSA1. The ground mounted noise barrier would have a cost of \$30 per square foot.

**Table 4. Noise Barrier Height Comparison
Noise Barrier NSA 1 Modeled along EOS**

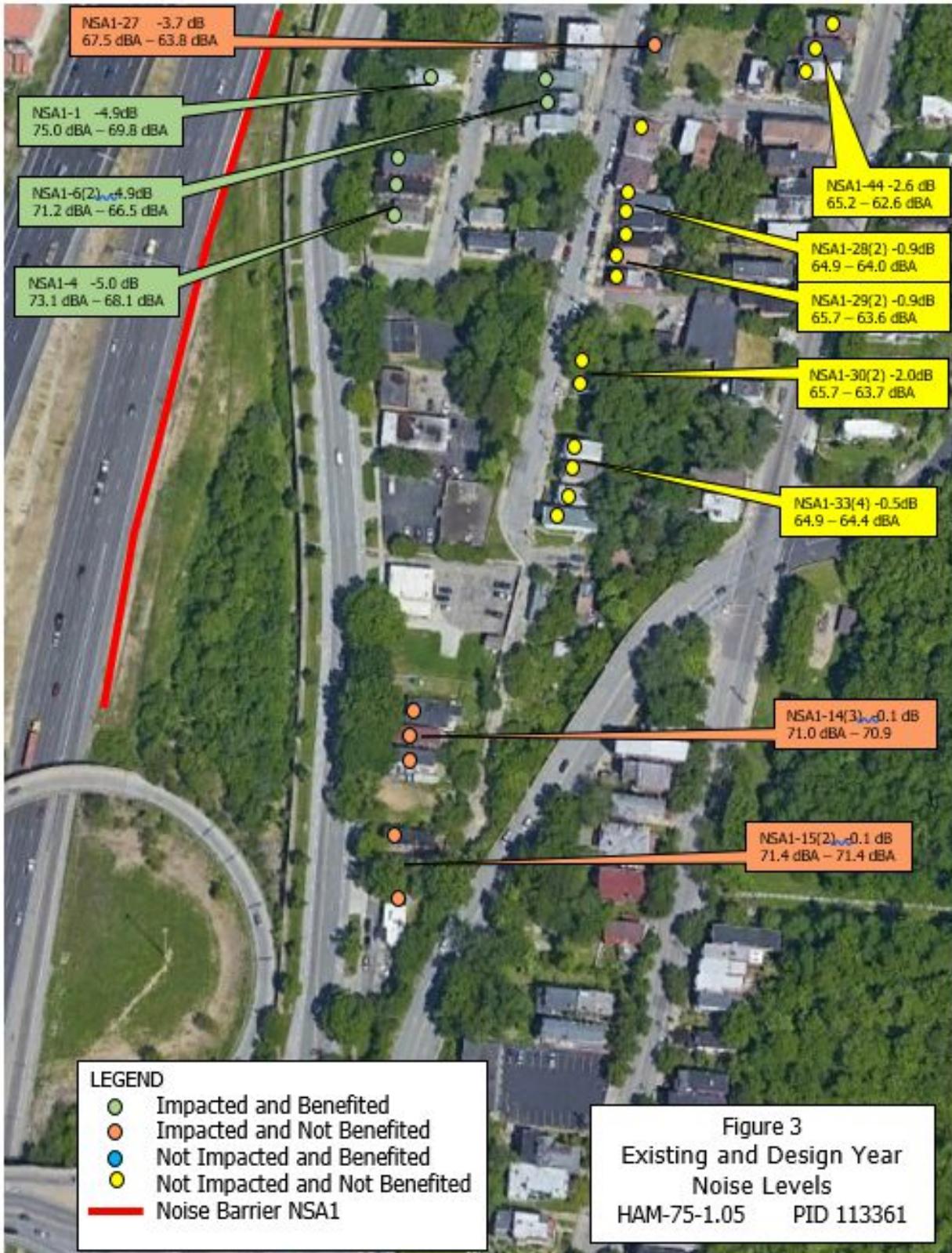
Scenario	Barrier Length	Barrier Height	Cost of Barrier	Impacted receptors	Benefited Receptors	Cost per Benefited Receptor	Maximum Insertion Loss (dB)	Recommended Height
NSA1	1,626'	14'	\$683,067	65	2	\$331,533	4.5	No noise barrier recommended
	1,626'	15'	\$731,850	65	3	\$243,950	4.9	
	1,626'	16'	\$780,648	65	5	\$156,129	5.2	
	1,626'	17'	\$829,439	65	10	\$82,943	5.5	
	1,626'	18'	\$878,299	65	12	\$73,185	5.9	
	1,626'	19'	\$927,019	65	16	\$57,948	6.1	
	1,626'	20'	\$975,810	65	21	\$46,467	6.4	

The evaluated noise barrier NSA1, at the maximum ODOT height of 20 feet, does not achieve the ODOT design goal of 7 dB(A) noise reduction for at least one benefited receptor. The barrier does not achieve the ODOT acoustically feasible noise reduction to benefit 40% of the impacted receivers and does not meet the ODOT reasonable cost criterion of \$42,000/benefited receivers. The evaluated noise barrier wall NSA1 along the EOS is not a feasible or reasonable noise abatement measure therefore, **a noise barrier wall is not recommended for noise abatement at NSA 1.**



Noise Barrier NSA1
1,626' x 20' x \$30 = \$975,600
Benefited Receptors = 21
Cost / Benefited Receptors = \$46,467
Not Feasible and Not Reasonable
Noise Barrier Not Recommended

Figure 3
Existing and Design Year
Noise Levels
HAM-75-1.05 PID 113361



NSA 6

NSA 6 is located on the east side (north) of I-75 beginning east of the Linn Street overpass of I-75 and continuing east toward the northbound entrance ramp to I-75 from West Ninth Street. NSA 6 consists of the Queensgate Playfield located east of Linn Street and south of West Court Street. There are two areas of outdoor use at the playfield and include a children's playground area at the west end of the park and a ballfield located near the east side of the park. For noise modelling purposes, the center of the playground and home plate area of the ballfield were considered the locations of noise sensitive areas. Both receptor areas in the park were modeled as Activity Category C having an exterior NAC of 67 dBA. Queensgate Playfield is situated at a slightly higher elevation than I-75.

To determine the effectiveness of a noise barrier wall, an equivalent number of receptors is determined by using the following formula provided in the ODOT Noise Analysis Manual:

The equivalent number of receptors = number of occupants ÷ (# people/receptor) x usage

Where:

Number of occupants = number of visitors

Number of people per residence (household size Ohio Average) = 3

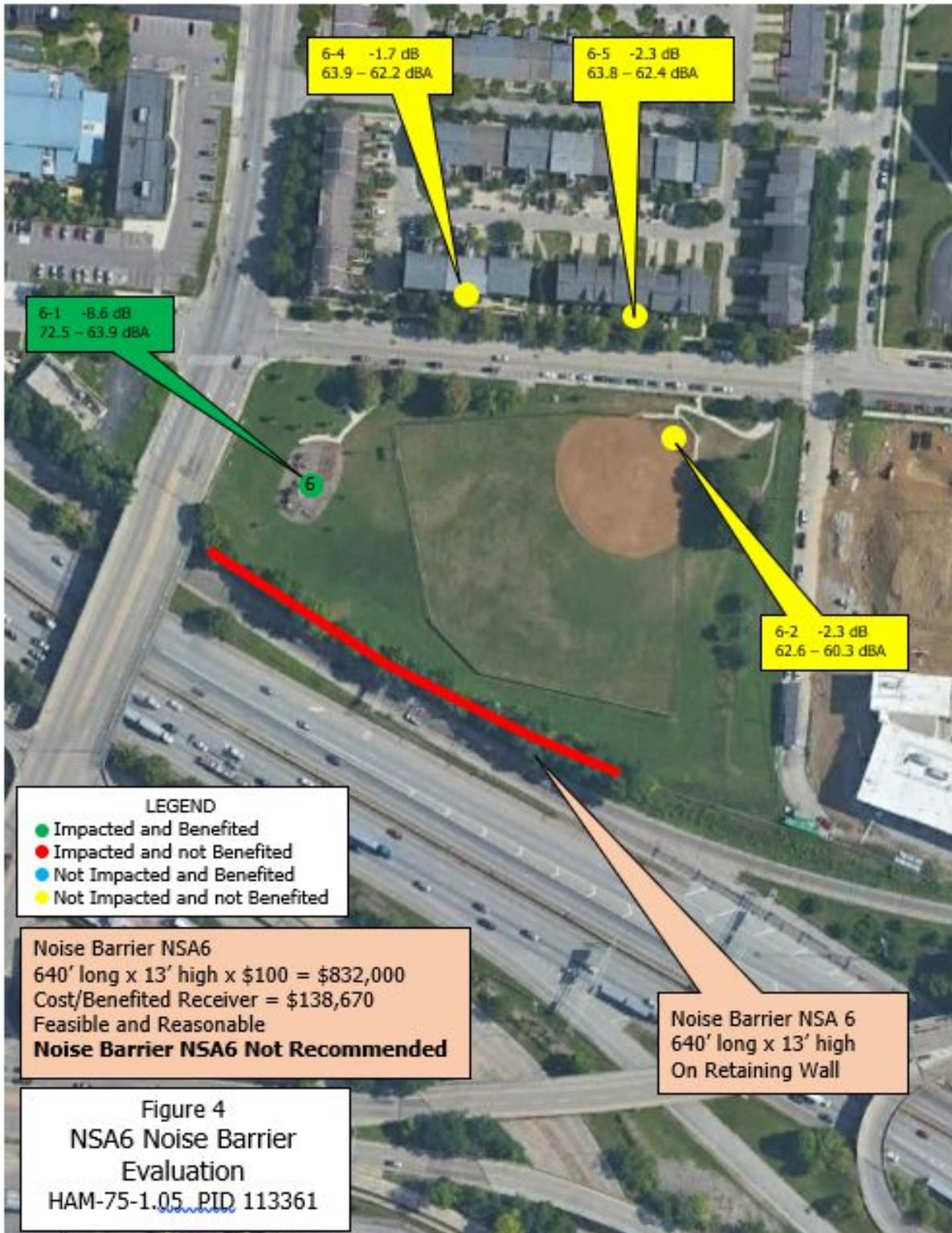
Usage = (Average number of outdoor hours used per day ÷ 24 hours) x (Average days used per year ÷ 365 days)

As shown on Figure 4, noise barrier wall NSA6 would extend a total length of 680 feet and was evaluated at various heights and lengths as shown in Table 5. The only receiver impacted in NSA6 is the playground. To determine the equivalent receptors for the playground: There is no parking lot at Queensgate Playfield so it was assumed that visitors would walk to the park. A one eighth-mile distance was assumed to be the furthest distance since there are other playgrounds in the area. There are 72 residences within that distance. Therefore: $(72 \div 3) \times (12 \div 24) \times (180 \div 365) = 6$ equivalent number of receptors

**Table 5. Noise Barrier Height Comparison
NSA6 – Noise Barrier Modeled along the ROW**

Scenario	Barrier Length	Barrier Height	Cost of Barrier	Impacted receptors	Benefited Receptors	Cost per Benefited Receptor	Maximum Insertion Loss (dB)	Recommended Height
NSA 6	680'	10	\$680,000	6	6	\$113,333	4.5	No noise barrier recommended
	680'	11	\$748,000	6	6	\$124,666	6.0	
	680'	12'	\$816,000	6	6	\$136,000	6.7	
	640'	13'	\$832,000	6	6	\$138,670	7.4	
	640'	14'	\$896,000	6	6	\$149,333	7.9	
	600'	15'	\$900,000	6	6	\$150,000	7.7	
	560	16'	\$896,000	6	6	\$149,333	8.7	

As shown in Table 5, a noise barrier wall at a height of 10' would benefit 6 receivers but would not meet the minimum insertion loss and would not be feasible. To meet the insertion loss criterion, a noise barrier must be at a height of at least 13'. A noise barrier wall a feasible and a reasonable noise abatement measure. A noise barrier is **not recommended for noise abatement for NSA6**.



Section 6.0

CONSTRUCTION NOISE

Noise sensitive receptors will also be subjected to noise impacts associated with the construction phase of the proposed project. Construction noise will generate temporary noise impacts on adjacent and nearby properties, particularly those in residential land use. Construction noise will be emitted intermittently by a range of construction equipment at varying levels of intensity based on the types of operations being performed and the number of pieces of equipment in operation at any given time. Depending on project circumstances, options are available to minimize the temporary adverse noise impacts, including the proper maintenance of equipment, most notably adequate lubrication, and non-leaking mufflers, equipment restriction modifications to reduce noise emissions and restrict the use of certain equipment by location and time of day, controlling non construction traffic by limiting heavy truck movements on residential streets, maximizing the distance between equipment and receptors where possible and, enclosing or screening noisy activities or stationary equipment.

Section 7.0 UNDEVELOPED LANDS

Information for Local Officials

In accordance with 23 CFR 772.17, in an effort to prevent future traffic noise impacts on currently undeveloped lands, highway agencies shall inform local officials within whose jurisdiction the highway project is located of the following:

- (a) The best estimation of future noise levels (for various distances from the highway improvement) for both developed and undeveloped lands and other properties in the immediate vicinity of the project,
- (b) Information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels,

For undeveloped properties which have not received a building permit by the date of National Environmental Policy Act document approval, noise analyses for the Design Year 2048 were performed to determine the offset from the roadway at which future noise levels would approach an FHWA NAC. All of the project corridor on the west side of I-75 is developed with industrial or commercial land use. The east side of I-75 entirely developed with residential land use with some blocks of commercial land. Any future development on the east side of I-75 is expected to be new residential infill where older residential buildings have been removed.

The Transportation Noise Model was used to estimate the distance from the proposed roadway edge of pavement to a distance where traffic noise impact would occur for Activity Category B based on the Design Year traffic volumes. The same traffic volumes and vehicle mix was used for this estimation purpose as was used for the Design Year 2048 Build condition. The dBA levels shown below are measured in feet from the proposed edge of pavement to points where 71 dBA (Activity Category E) would be expected to be encountered and to where 66 dBA (Activity Categories B and C) would be expected to be encountered.

New development east and west of I-75

66 dBA contour	320 feet
71 dBA contour	129 feet

The distance away from the edge of shoulder on the east side of I-75 to where the 66 dBA contour line would be expected to occur is at an average distance of 186 feet. The construction of any future residential land use within 320 feet of the proposed edge of shoulder in this section of the roadway corridor would be expected to experience noise levels that would exceed the Category B NAC. The construction of any future commercial land use within 129 feet of the proposed edge of shoulder in this section of roadway would be expected to experience noise levels that would exceed the Category E NAC. Similar logic can be used to identify distances where future impact would be expected to the west side of I-75.

Section 8.0 **CONCLUSION AND RECOMMENDATION**

A noise analysis was prepared for all noise sensitive receivers located within 500 feet of the existing driving lanes and associated roadway ramps along I-75 from south of Marshall Avenue to a point just south of the I-75/I-71 interchange. The noise analysis for this project was conducted in accordance with the Code of Federal Regulations (CFR), Title 23, Part 772, and the U.S. Department of Transportation, Federal Highway Administration (FHWA), Highway Traffic Noise Analysis and Abatement Policy and Guidance (FHWA, 2011). The project was further conducted in accordance with the Ohio Department of Transportation (ODOT) noise policy pertaining to Standard Procedure for Analysis and Abatement of Highway Traffic Noise (ODOT, 2011) and the changes, clarifications and additions incorporated into ODOT's Highway Traffic Noise Analysis manual dated February 2013. Existing year 2028 noise levels and noise levels for Design Year 2048 Build Alternative I were modeled using the FHWA Traffic Noise Model (TNM) Version 2.5 (FHWA, 1998).

The study area has been divided into six noise sensitive areas on the east side of I-75 and one NSA for the entire west side of I-75. NSA 1 and NSA 6 have been modeled for the Existing Year 2028 and Design Year 2048 using certified traffic data provided by ODOT. Noise sensitive receivers were predicted to experience traffic noise levels above the applicable FHWA NAC in the design year. In accordance with 23 CFR Part 772, when noise impacts are identified as a result of a proposed action, noise abatement measures must be considered for impacted sites predicted to approach or exceed the applicable FHWA NAC. Noise abatement was not evaluated for receivers on the west side of I-75 as there were too few receivers and those receivers are located too far apart from one another for noise abatement to be feasible and reasonable. Noise abatement measures, including noise barrier walls, were evaluated for the impacted receivers in NSA 1 and NSA 6 on the east side of I-75. Noise barrier wall NSA1 was determined to be not feasible and not reasonable as a noise abatement measure for the impacted receptors in NSA 1. Noise barrier wall NSA6 was determined to be a feasible noise abatement measure but is not a reasonable noise abatement measure. Therefore, noise barrier walls are not recommended for construction as part of the project. The noise barriers that were evaluated as potential noise abatement measures are summarized in the following table.

Although noise barriers were found not to be warranted for the project, ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. Noise walls may still be built due to community issues and/or to offset community concerns. In an effort to reduce overall traffic noise levels in the project area, ODOT is considering the use of 57" high concrete parapets wherever possible. The 57" high parapets are the highest parapet available for use in the state of Ohio. Traffic noise studies in the state of Ohio have shown that the use of 57" high parapets results in a noticeable reduction in noise levels. It is proposed that the parapets be constructed and used in lieu of guardrails on the top of retaining walls on the inside and outside of bridge decks, and in the center median to prevent traffic crossover. Another option ODOT is strongly considering is the use of an 8' tall integral extended traffic barrier on MSE wall on the NB side of IR75 where the noise sensitive communities exist. The 8' tall integral extended traffic barrier would reduce noise much greater than a 57" parapet wall. ODOT-OSE should be consulted regarding these options.

Table 6. Noise Barrier Evaluation Summary

Barrier	Barrier Length (feet)	Barrier Height (feet)	Square Footage of Barrier	Maximum Insertion Loss ^a (dB)	Impacted Receptors	Benefitted Receptors ^b	Barrier Cost ^c	Cost per benefited receptor	Effectiveness		Barrier Location ^f	Barrier Recommended ^g
									Feasible ^d	Reasonable ^e		
NSA 1	1,626	20	32,520	6.4	65	21	\$975,810	\$46,467	No	No	EOS	No
NSA 6	640	13	8,320	7.4	6	6	\$832,000	\$138,670	Yes	No	ROW Retaining Wall	No

^a Insertion Loss (IL) is the maximum noise reduction provided by the noise barrier. There must be at least one noise receiver having an IL of 7 dB for the noise barrier to be feasible.

^b A receptor is considered benefited by the noise barrier if the IL is 5dB or greater.

^c Cost is based on \$30 per square foot of noise barrier constructed on ground and \$100 per square foot constructed on bridge structure or on retaining wall.

^d A noise barrier is considered feasible if it can provide a substantial noise reduction of at least 7dB at one receptor location.

^e A noise barrier is considered cost reasonable if the cost per benefited receptor is less than \$42,000.

^f The location of the noise barrier wall: ROW=noise barrier is located along the right of way line; EOS=noise barrier is located along the edge of shoulder.

^g Noise barrier recommendation is based on the number of benefited receptors and the relative cost per benefited receptor.

Section 8.0 REFERENCES

Code of Federal Regulations (CFR) Title 23, Part 772, U.S. Department of Transportation, Federal Highway Administration (FHWA), *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. Washington, D.C.

Ohio Department of Transportation, Office of Environmental Services. June, 2011. *Standard Procedure for Analysis and Abatement of Highway Traffic Noise*. Columbus, Ohio.

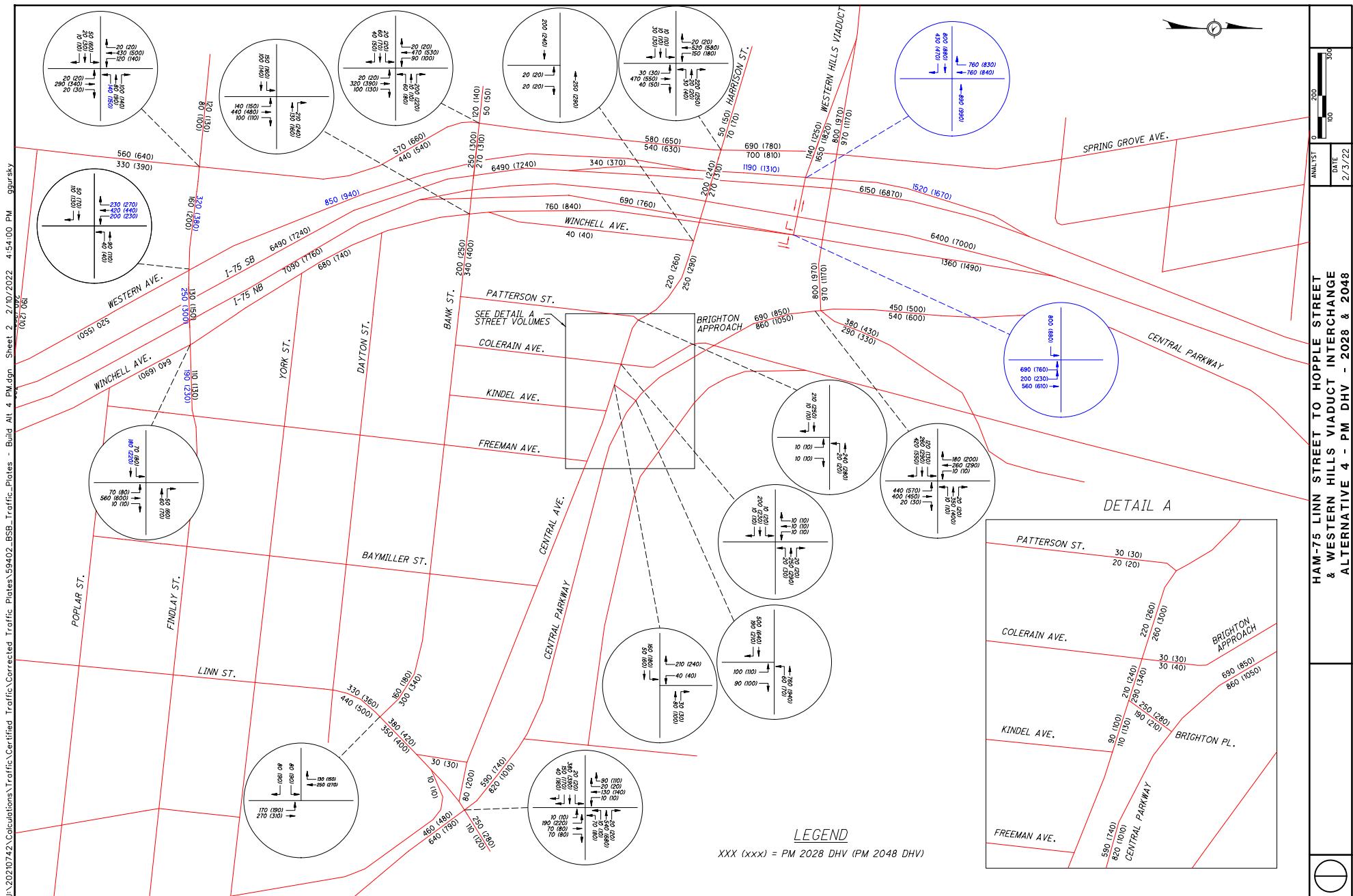
U.S. Department of Transportation, Federal Highway Administration. January, 1998. *FHWA Traffic Noise Model (TNM)*. Report No. FHWA-PD-96-009. Washington, D.C.

U.S. Department of Transportation, Federal Highway Administration. May, 1996. *Measurement of Highway-Related* Report No. FHWA-PD-96-046. Washington, D.C.

U.S. Department of Transportation, Federal Highway Administration. January, 2011. *Highway Traffic Noise Analysis and Abatement - Policy and Guidance*. Washington, D.C.

APPENDIX A

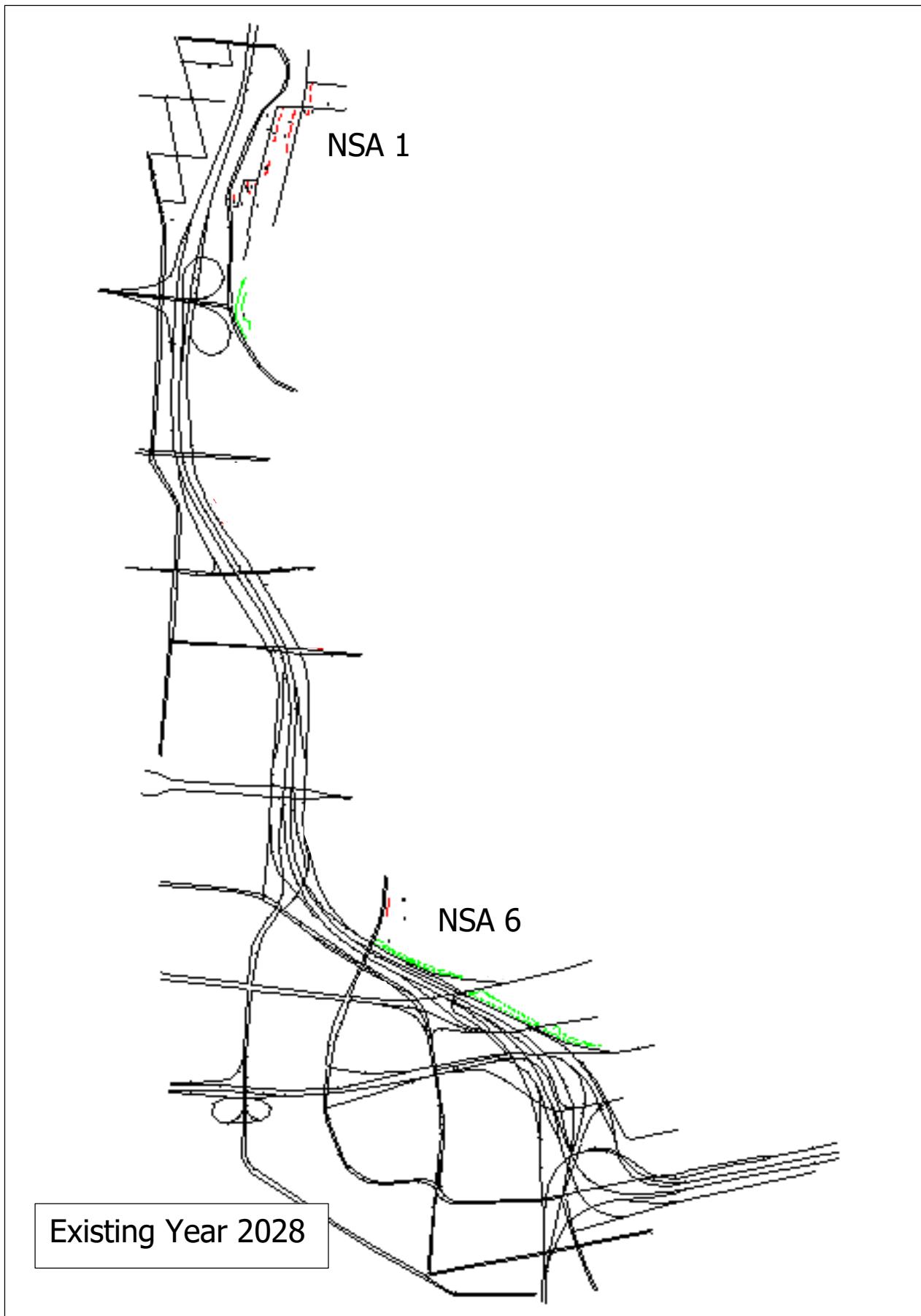
Traffic Data



APPENDIX B

TNM Input / Output Files

Existing Year 2028



RESULTS: SOUND LEVELS

HAM-75-1.05 PID 113361

Lawhon & Assoc CMCox															
RESULTS: SOUND LEVELS															
PROJECT/CONTRACT:															
RUN:															
BARRIER DESIGN:															
ATMOSPHERICS:															
Receiver															
Name	No.	#DUs	Existing LAeq1h	No Barrier				Type	With Barrier						
				LAeq1h		Increase over existing			Calculated	Sub'l Inc	Calculated	Impact	Calculated	Noise Reduction	
				Calculated	Crit'n	Calculated	Crit'n							dB	dB
		dBA	dBA	dBA	dBA	dBA	dBA	dBA	dB	dB	dB				
West 1	2397	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0			
West 2	2400	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0			
West 3	2405	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0			
Church 4	2406	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0			
West 5	2417	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0			
West 6	2419	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0			
West 7	2422	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0			
West 8	2425	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0			
NSA1-1	2429	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0			
NSA1-2	2430	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0			
NSA1-3	2431	1	0.0	74.7	66	74.7	10	Snd Lvl	74.7	0.0	8	-8.0			
NSA1-4	2432	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0			
NSA1-5	2435	2	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0			
NSA1-6	2436	2	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0			
NSA1-7	2441	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0			
NSA1-18	2442	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0			
NSA1-9	2443	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0			
NSA1-10	2447	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0			
NSA1-8	2448	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0			
NSA1-12	2452	2	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0			
NSA1-11	2455	2	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0			
NSA1-15	2459	2	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0			
NSA1-14	2460	3	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0			
NSA1-17	2463	2	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0			

RESULTS: SOUND LEVELS

HAM-75-1.05 PID 113361

NSA1-16	2472	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
NSA1-13	2473	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
NSA1-27	2478	2	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
NSA1-28	2479	2	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
NSA1-26	2482	2	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
NSA1-19	2485	2	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
NSA1-31	2494	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
NSA1-34	2499	2	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
NSA1-33	2500	4	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
NSA1-25	2503	3	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
NSA1-29	2504	2	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
NSA1-30	2508	3	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
NSA1-32	2509	2	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
NSA2-2	2516	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA1-20	2518	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA1-21	2526	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
NSA2-5	2527	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA1-24	2531	2	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
NSA1-47	2534	2	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
NSA1-22	2541	3	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
NSA1-46	2542	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
NSA1-23	2544	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
NSA2-6	2545	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA1-48	2548	3	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
NSA2-11	2552	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-4	2553	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-7	2555	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-8	2567	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-1	2572	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-12	2573	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-9	2578	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-13	2587	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA1-45	2590	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
NSA1-43	2591	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
NSA1-44	2599	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
NSA2-3	2600	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA1-37	2604	2	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
NSA1-36	2606	2	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
NSA1-41	2607	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
NSA1-42	2610	6	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
NSA1-40	2612	2	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

HAM-75-1.05 PID 113361

NSA1-38	2615	2	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
NSA1-35	2620	2	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
NSA1-39	2621	2	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
NSA2-10	2624	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-16	2632	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-15	2637	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-14	2644	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-17	2649	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-18	2651	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-19	2666	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-20	2669	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-22	2671	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-23	2678	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-24	2687	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-21	2688	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-26	2690	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-25	2695	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-27	2718	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA228	2721	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-29	2723	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-30	2725	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA2-31	2749	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-1	2763	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-2	2781	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-5	2786	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-3	2788	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-11	2789	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-12	2791	5	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-10	2796	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-6	2798	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-14	2806	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-13	2808	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-18 Playground	2809	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-4	2814	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-7	2815	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-8	2817	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-15	2820	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-2	2821	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-1	2822	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-3	2823	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-9	2824	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

HAM-75-1.05 PID 113361

NSA3-16	2825	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-17	2826	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-4	2827	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA3-19	2828	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-10	2829	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-5	2830	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-11	2831	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-12	2832	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-1	2833	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-6	2834	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-7	2835	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-7	2836	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-8	2838	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-9	2839	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-2	2840	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-21	2841	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-23	2842	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-22	2843	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-4	2844	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-13	2845	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-14	2846	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-15	2847	6	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-16	2848	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-17	2850	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-3	2851	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-18	2853	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-5	2854	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-24	2855	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-8	2856	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-20 Addiction Control	2857	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-26	2858	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-6	2859	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-19	2860	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-27	2862	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-25	2863	8	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA429	2865	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-28	2866	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-30	2867	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA4-31	2870	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-9	2871	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-12	2873	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

HAM-75-1.05 PID 113361

NSA5-11	2875	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-10	2877	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-14	2878	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-16	2880	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-13	2881	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-15	2882	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-18	2883	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-17	2884	12	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA5-19 Com center pool	2891	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA6-6	2897	4	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
NSA6-3	2898	10	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
NSA6-4	2908	6	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
NSA6-5	2912	8	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
NSA6-1 Playground	2918	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
NSA6-2 Ballfield	2919	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
West 9 Hotel Pool	2923	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA6-12	2935	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA6-9	2935	4	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA6-7	2938	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA6-11	2947	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA6-10	2951	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA6-8	2956	3	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA6-12	2958	2	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
NSA1-49	2978	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
NSA1-50	3356	3	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
NSA1-51	3357	4	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
NSA1-52	3359	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
NSA1-53	3360	4	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
NSA1-54	3361	2	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction									
		Min	Avg	Max							
		dB	dB	dB							
All Selected	713	0.0	0.0	0.0							
All Impacted	67	0.0	0.0	0.0							
All that meet NR Goal	0	0.0	0.0	0.0							

INPUT: RECEIVERS

HAM-75-1.05 PID 113361

Lawhon & Assoc CMCox							9 May 2022 TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:			HAM-75-1.05 PID 113361								
RUN:			Brent Spence Bridge OH Existing PM								
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			Active	
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	in Calc.
			ft	ft	ft		ft	dBA	dBA	dB	dB
West 1	2397	1	5,265,427.5	4,301,630.0	496.00	4.92	0.00	66	10.0	8.0	
West 2	2400	1	5,265,617.0	4,301,523.5	498.00	4.92	0.00	66	10.0	8.0	
West 3	2405	1	5,265,676.0	4,301,117.0	506.00	4.92	0.00	66	10.0	8.0	
Church 4	2406	1	5,265,764.0	4,301,756.0	504.00	4.92	0.00	66	10.0	8.0	
West 5	2417	1	5,265,434.5	4,300,199.5	505.00	4.92	0.00	66	10.0	8.0	
West 6	2419	1	5,265,224.0	4,300,055.0	501.00	4.92	0.00	66	10.0	8.0	
West 7	2422	3	5,265,294.5	4,300,053.5	505.00	4.92	0.00	66	10.0	8.0	
West 8	2425	1	5,265,226.5	4,299,842.0	515.00	4.92	0.00	66	10.0	8.0	
NSA1-1	2429	1	5,265,881.5	4,300,188.0	569.00	4.92	0.00	66	10.0	8.0	
NSA1-2	2430	1	5,265,859.0	4,300,089.5	565.00	4.92	0.00	66	10.0	8.0	
NSA1-3	2431	1	5,265,852.0	4,300,068.0	563.00	4.92	0.00	66	10.0	8.0	
NSA1-4	2432	1	5,265,871.5	4,300,039.5	565.00	4.92	0.00	66	10.0	8.0	
NSA1-5	2435	2	5,266,001.5	4,300,236.0	580.00	4.92	0.00	66	10.0	8.0	
NSA1-6	2436	2	5,265,995.5	4,300,205.0	580.00	4.92	0.00	66	10.0	8.0	
NSA1-7	2441	1	5,266,009.5	4,300,187.5	586.00	4.92	0.00	66	10.0	8.0	
NSA1-18	2442	1	5,266,084.5	4,300,674.0	561.00	4.92	0.00	66	10.0	8.0	
NSA1-9	2443	1	5,266,013.0	4,300,134.0	583.00	4.92	0.00	66	10.0	8.0	
NSA1-10	2447	1	5,265,958.0	4,300,017.0	567.00	4.92	0.00	66	10.0	8.0	
NSA1-8	2448	1	5,266,025.5	4,300,162.5	591.00	4.92	0.00	66	10.0	8.0	
NSA1-12	2452	2	5,266,060.0	4,300,203.0	593.00	4.92	0.00	66	10.0	8.0	
NSA1-11	2455	2	5,266,086.0	4,300,250.0	589.00	4.92	0.00	66	10.0	8.0	
NSA1-15	2459	2	5,265,868.5	4,299,389.0	553.00	4.92	0.00	66	10.0	8.0	

INPUT: RECEIVERS

HAM-75-1.05 PID 113361

NSA1-14	2460	3	5,265,874.5	4,299,473.5	550.00	4.92	0.00	66	10.0	8.0	Y
NSA1-17	2463	2	5,266,165.0	4,300,836.5	558.00	4.92	0.00	66	10.0	8.0	Y
NSA1-16	2472	1	5,266,228.5	4,300,988.5	557.00	4.92	0.00	66	10.0	8.0	Y
NSA1-13	2473	1	5,266,041.5	4,299,989.5	573.00	4.92	0.00	66	10.0	8.0	Y
NSA1-27	2478	2	5,266,146.0	4,300,220.0	593.00	4.92	0.00	66	10.0	8.0	Y
NSA1-28	2479	2	5,266,118.5	4,300,094.0	592.00	4.92	0.00	66	10.0	8.0	Y
NSA1-26	2482	2	5,266,189.5	4,300,343.5	595.00	4.92	0.00	66	10.0	8.0	Y
NSA1-19	2485	2	5,266,236.5	4,300,829.5	567.00	4.92	0.00	66	10.0	8.0	Y
NSA1-31	2494	1	5,266,076.5	4,299,861.5	575.00	4.92	0.00	66	10.0	8.0	Y
NSA1-34	2499	2	5,266,040.5	4,299,625.0	564.00	4.92	0.00	66	10.0	8.0	Y
NSA1-33	2500	4	5,266,044.5	4,299,713.5	566.00	4.92	0.00	66	10.0	8.0	Y
NSA1-25	2503	3	5,266,215.5	4,300,409.5	601.00	4.92	0.00	66	10.0	8.0	Y
NSA1-29	2504	2	5,266,125.0	4,300,035.5	589.00	4.92	0.00	66	10.0	8.0	Y
NSA1-30	2508	3	5,266,117.5	4,299,996.5	586.00	4.92	0.00	66	10.0	8.0	Y
NSA1-32	2509	2	5,266,060.5	4,299,762.5	571.00	4.92	0.00	66	10.0	8.0	Y
NSA2-2	2516	1	5,265,735.5	4,297,012.5	507.00	4.92	0.00	66	10.0	8.0	
NSA1-20	2518	2	5,266,355.0	4,301,059.5	564.00	4.92	0.00	66	10.0	8.0	
NSA1-21	2526	1	5,266,334.0	4,300,991.0	566.00	4.92	0.00	66	10.0	8.0	Y
NSA2-5	2527	1	5,265,707.0	4,296,868.0	509.00	4.92	0.00	66	10.0	8.0	
NSA1-24	2531	2	5,266,274.5	4,300,724.0	582.00	4.92	0.00	66	10.0	8.0	Y
NSA1-47	2534	2	5,266,000.0	4,298,942.5	593.00	4.92	0.00	66	10.0	8.0	Y
NSA1-22	2541	3	5,266,309.5	4,300,872.0	569.00	4.92	0.00	66	10.0	8.0	Y
NSA1-46	2542	1	5,266,205.5	4,300,146.0	604.00	4.92	0.00	66	10.0	8.0	Y
NSA1-23	2544	1	5,266,299.5	4,300,799.0	576.00	4.92	0.00	66	10.0	8.0	Y
NSA2-6	2545	2	5,265,751.0	4,296,860.0	510.00	4.92	0.00	66	10.0	8.0	
NSA1-48	2548	3	5,265,978.0	4,298,802.5	590.00	4.92	0.00	66	10.0	8.0	Y
NSA2-11	2552	1	5,265,657.5	4,296,724.0	508.00	4.92	0.00	66	10.0	8.0	
NSA2-4	2553	1	5,265,833.0	4,296,993.5	509.00	4.92	0.00	66	10.0	8.0	
NSA2-7	2555	3	5,265,784.5	4,296,859.5	511.00	4.92	0.00	66	10.0	8.0	
NSA2-8	2567	2	5,265,808.5	4,296,857.0	512.00	4.92	0.00	66	10.0	8.0	
NSA2-1	2572	2	5,265,888.0	4,297,171.0	505.00	4.92	0.00	66	10.0	8.0	
NSA2-12	2573	3	5,265,717.0	4,296,707.0	510.00	4.92	0.00	66	10.0	8.0	
NSA2-9	2578	2	5,265,850.0	4,296,855.5	514.00	4.92	0.00	66	10.0	8.0	
NSA2-13	2587	3	5,265,789.5	4,296,713.0	514.00	4.92	0.00	66	10.0	8.0	
NSA1-45	2590	1	5,266,273.0	4,300,167.0	611.00	4.92	0.00	66	10.0	8.0	Y
NSA1-43	2591	1	5,266,307.5	4,300,269.5	611.00	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

HAM-75-1.05 PID 113361

NSA1-44	2599	1	5,266,303.5	4,300,220.0	610.00	4.92	0.00	66	10.0	8.0	Y
NSA2-3	2600	2	5,265,927.5	4,297,113.5	510.00	4.92	0.00	66	10.0	8.0	
NSA1-37	2604	2	5,266,436.0	4,300,839.5	613.00	4.92	0.00	66	10.0	8.0	Y
NSA1-36	2606	2	5,266,461.0	4,300,913.5	586.00	4.92	0.00	66	10.0	8.0	Y
NSA1-41	2607	1	5,266,343.5	4,300,378.0	616.00	4.92	0.00	66	10.0	8.0	Y
NSA1-42	2610	6	5,266,334.5	4,300,337.5	610.00	4.92	0.00	66	10.0	8.0	Y
NSA1-40	2612	2	5,266,352.5	4,300,510.0	622.00	4.92	0.00	66	10.0	8.0	Y
NSA1-38	2615	2	5,266,411.0	4,300,758.5	598.00	4.92	0.00	66	10.0	8.0	Y
NSA1-35	2620	2	5,266,480.0	4,301,012.5	584.00	4.92	0.00	66	10.0	8.0	Y
NSA1-39	2621	2	5,266,372.0	4,300,586.5	624.00	4.92	0.00	66	10.0	8.0	Y
NSA2-10	2624	2	5,265,879.0	4,296,853.0	515.00	4.92	0.00	66	10.0	8.0	
NSA2-16	2632	2	5,265,785.0	4,296,503.5	506.00	4.92	0.00	66	10.0	8.0	
NSA2-15	2637	4	5,265,847.0	4,296,604.5	512.00	4.92	0.00	66	10.0	8.0	
NSA2-14	2644	2	5,265,867.0	4,296,696.0	518.00	4.92	0.00	66	10.0	8.0	
NSA2-17	2649	2	5,265,830.5	4,296,498.0	508.00	4.92	0.00	66	10.0	8.0	
NSA2-18	2651	2	5,265,937.0	4,296,853.5	516.00	4.92	0.00	66	10.0	8.0	
NSA2-19	2666	2	5,265,963.0	4,296,852.0	517.00	4.92	0.00	66	10.0	8.0	
NSA2-20	2669	4	5,265,955.5	4,296,791.0	518.00	4.92	0.00	66	10.0	8.0	
NSA2-22	2671	2	5,265,920.0	4,296,614.5	516.00	4.92	0.00	66	10.0	8.0	
NSA2-23	2678	3	5,265,903.5	4,296,584.5	514.00	4.92	0.00	66	10.0	8.0	
NSA2-24	2687	4	5,265,892.5	4,296,543.5	513.00	4.92	0.00	66	10.0	8.0	
NSA2-21	2688	4	5,265,982.5	4,296,790.0	518.00	4.92	0.00	66	10.0	8.0	
NSA2-26	2690	2	5,266,001.0	4,296,680.0	519.00	4.92	0.00	66	10.0	8.0	
NSA2-25	2695	4	5,265,940.0	4,296,489.0	512.00	4.92	0.00	66	10.0	8.0	
NSA2-27	2718	2	5,266,021.5	4,296,587.5	518.00	4.92	0.00	66	10.0	8.0	
NSA228	2721	2	5,266,020.5	4,296,561.5	518.00	4.92	0.00	66	10.0	8.0	
NSA2-29	2723	4	5,266,014.0	4,296,526.0	516.00	4.92	0.00	66	10.0	8.0	
NSA2-30	2725	4	5,266,007.5	4,296,497.5	514.00	4.92	0.00	66	10.0	8.0	
NSA2-31	2749	2	5,266,232.5	4,296,472.5	521.00	4.92	0.00	66	10.0	8.0	
NSA3-1	2763	1	5,266,217.0	4,295,848.5	508.00	4.92	0.00	66	10.0	8.0	
NSA3-2	2781	3	5,266,285.0	4,295,764.0	507.00	4.92	0.00	66	10.0	8.0	
NSA3-5	2786	1	5,266,361.5	4,296,026.0	515.00	4.92	0.00	66	10.0	8.0	
NSA3-3	2788	2	5,266,309.0	4,295,705.5	506.00	4.92	0.00	66	10.0	8.0	
NSA3-11	2789	2	5,266,461.0	4,296,083.5	517.00	4.92	0.00	66	10.0	8.0	
NSA3-12	2791	5	5,266,459.0	4,296,056.5	515.00	4.92	0.00	66	10.0	8.0	
NSA3-10	2796	2	5,266,463.5	4,296,108.0	517.00	4.92	0.00	66	10.0	8.0	

INPUT: RECEIVERS

HAM-75-1.05 PID 113361

NSA3-6	2798	4	5,266,442.5	4,295,833.0	511.00	4.92	0.00	66	10.0	8.0	
NSA3-14	2806	1	5,266,569.5	4,295,926.0	517.00	4.92	0.00	66	10.0	8.0	
NSA3-13	2808	3	5,266,624.0	4,295,968.5	518.00	4.92	0.00	66	10.0	8.0	
NSA3-18 Playground	2809	1	5,266,809.0	4,295,707.5	510.00	4.92	0.00	66	10.0	8.0	
NSA3-4	2814	6	5,266,595.5	4,295,254.5	502.00	4.92	0.00	66	10.0	8.0	
NSA3-7	2815	6	5,266,639.0	4,295,462.0	505.00	4.92	0.00	66	10.0	8.0	
NSA3-8	2817	6	5,266,659.5	4,295,332.0	504.00	4.92	0.00	66	10.0	8.0	
NSA3-15	2820	4	5,266,758.5	4,295,524.5	506.00	4.92	0.00	66	10.0	8.0	
NSA4-2	2821	8	5,266,688.0	4,294,855.0	498.00	4.92	0.00	66	10.0	8.0	
NSA4-1	2822	8	5,266,695.5	4,294,937.5	498.00	4.92	0.00	66	10.0	8.0	
NSA4-3	2823	8	5,266,686.0	4,294,772.0	497.00	4.92	0.00	66	10.0	8.0	
NSA3-9	2824	8	5,266,726.0	4,295,144.5	500.00	4.92	0.00	66	10.0	8.0	
NSA3-16	2825	6	5,266,788.5	4,295,409.0	504.00	4.92	0.00	66	10.0	8.0	
NSA3-17	2826	4	5,266,807.5	4,295,223.5	502.00	4.92	0.00	66	10.0	8.0	
NSA4-4	2827	8	5,266,746.0	4,294,586.0	501.00	4.92	0.00	66	10.0	8.0	
NSA3-19	2828	4	5,266,874.0	4,295,518.5	507.00	4.92	0.00	66	10.0	8.0	
NSA4-10	2829	8	5,266,799.0	4,294,877.5	500.00	4.92	0.00	66	10.0	8.0	
NSA4-5	2830	8	5,266,739.5	4,294,424.5	504.00	4.92	0.00	66	10.0	8.0	
NSA4-11	2831	8	5,266,795.5	4,294,798.0	500.00	4.92	0.00	66	10.0	8.0	
NSA4-12	2832	8	5,266,789.0	4,294,712.0	500.00	4.92	0.00	66	10.0	8.0	
NSA5-1	2833	12	5,266,644.5	4,293,346.5	502.00	4.92	0.00	66	10.0	8.0	
NSA4-6	2834	4	5,266,760.0	4,294,298.5	506.00	4.92	0.00	66	10.0	8.0	
NSA5-7	2835	12	5,266,756.0	4,293,430.5	505.00	4.92	0.00	66	10.0	8.0	
NSA4-7	2836	4	5,266,753.0	4,294,202.0	507.00	4.92	0.00	66	10.0	8.0	
NSA4-8	2838	4	5,266,751.0	4,294,115.5	508.00	4.92	0.00	66	10.0	8.0	
NSA4-9	2839	4	5,266,745.0	4,294,020.5	509.00	4.92	0.00	66	10.0	8.0	
NSA5-2	2840	12	5,266,689.0	4,293,263.0	503.00	4.92	0.00	66	10.0	8.0	
NSA4-21	2841	8	5,266,892.5	4,294,899.0	502.00	4.92	0.00	66	10.0	8.0	
NSA4-23	2842	6	5,266,886.0	4,294,656.5	501.00	4.92	0.00	66	10.0	8.0	
NSA4-22	2843	8	5,266,882.5	4,294,735.5	500.00	4.92	0.00	66	10.0	8.0	
NSA5-4	2844	12	5,266,690.5	4,293,088.0	502.00	4.92	0.00	66	10.0	8.0	
NSA4-13	2845	6	5,266,878.5	4,294,503.5	503.00	4.92	0.00	66	10.0	8.0	
NSA4-14	2846	6	5,266,862.0	4,294,443.5	503.00	4.92	0.00	66	10.0	8.0	
NSA4-15	2847	6	5,266,849.5	4,294,351.5	506.00	4.92	0.00	66	10.0	8.0	
NSA4-16	2848	4	5,266,841.0	4,294,279.0	506.00	4.92	0.00	66	10.0	8.0	
NSA4-17	2850	4	5,266,835.5	4,294,195.5	508.00	4.92	0.00	66	10.0	8.0	

INPUT: RECEIVERS

HAM-75-1.05 PID 113361

NSA5-3	2851	12	5,266,724.0	4,293,158.0	504.00	4.92	0.00	66	10.0	8.0	
NSA4-18	2853	4	5,266,834.0	4,294,109.0	509.00	4.92	0.00	66	10.0	8.0	
NSA5-5	2854	12	5,266,716.5	4,293,019.0	502.00	4.92	0.00	66	10.0	8.0	
NSA4-24	2855	8	5,266,979.5	4,294,889.5	503.00	4.92	0.00	66	10.0	8.0	
NSA5-8	2856	12	5,266,791.5	4,293,318.0	503.00	4.92	0.00	66	10.0	8.0	
NSA4-20 Addiction Control	2857	1	5,266,815.0	4,293,912.0	511.00	4.92	0.00	66	10.0	8.0	
NSA4-26	2858	8	5,266,963.0	4,294,575.5	503.00	4.92	0.00	66	10.0	8.0	
NSA5-6	2859	12	5,266,725.5	4,292,862.5	502.00	4.92	0.00	66	10.0	8.0	
NSA4-19	2860	4	5,266,838.0	4,293,977.0	510.00	4.92	0.00	66	10.0	8.0	
NSA4-27	2862	8	5,266,953.5	4,294,418.0	505.00	4.92	0.00	66	10.0	8.0	
NSA4-25	2863	8	5,266,970.0	4,294,750.5	502.00	4.92	0.00	66	10.0	8.0	
NSA429	2865	4	5,266,951.5	4,294,172.0	508.00	4.92	0.00	66	10.0	8.0	
NSA4-28	2866	4	5,266,972.0	4,294,239.5	508.00	4.92	0.00	66	10.0	8.0	
NSA4-30	2867	4	5,266,946.0	4,294,057.0	510.00	4.92	0.00	66	10.0	8.0	
NSA4-31	2870	4	5,266,963.0	4,293,967.5	512.00	4.92	0.00	66	10.0	8.0	
NSA5-9	2871	12	5,266,883.0	4,293,309.0	504.00	4.92	0.00	66	10.0	8.0	
NSA5-12	2873	12	5,266,818.5	4,292,952.5	501.00	4.92	0.00	66	10.0	8.0	
NSA5-11	2875	12	5,266,873.5	4,293,021.5	502.00	4.92	0.00	66	10.0	8.0	
NSA5-10	2877	12	5,266,888.0	4,293,185.0	505.00	4.92	0.00	66	10.0	8.0	
NSA5-14	2878	12	5,266,985.0	4,293,382.0	506.00	4.92	0.00	66	10.0	8.0	
NSA5-16	2880	12	5,266,963.0	4,293,212.0	504.00	4.92	0.00	66	10.0	8.0	
NSA5-13	2881	12	5,266,905.0	4,292,957.0	503.00	4.92	0.00	66	10.0	8.0	
NSA5-15	2882	12	5,267,025.5	4,293,311.0	505.00	4.92	0.00	66	10.0	8.0	
NSA5-18	2883	12	5,266,965.0	4,292,978.5	503.00	4.92	0.00	66	10.0	8.0	
NSA5-17	2884	12	5,266,999.5	4,293,094.0	505.00	4.92	0.00	66	10.0	8.0	
NSA5-19 Com center pool	2891	1	5,267,074.0	4,292,664.0	509.00	4.92	0.00	66	10.0	8.0	
NSA6-6	2897	4	5,267,659.5	4,292,388.0	514.00	4.92	0.00	66	10.0	8.0	Y
NSA6-3	2898	10	5,267,491.5	4,292,295.0	513.00	4.92	0.00	66	10.0	8.0	Y
NSA6-4	2908	6	5,267,674.5	4,292,182.0	512.00	4.92	0.00	66	10.0	8.0	Y
NSA6-5	2912	8	5,267,850.5	4,292,173.0	515.00	4.92	0.00	66	10.0	8.0	Y
NSA6-1 Playground	2918	1	5,267,510.0	4,291,933.0	510.00	4.92	0.00	66	10.0	8.0	Y
NSA6-2 Ballfield	2919	1	5,268,016.0	4,292,063.0	517.00	4.92	0.00	66	10.0	8.0	Y
West 9 Hotel Pool	2923	1	5,267,290.0	4,291,415.0	520.00	4.92	0.00	66	10.0	8.0	
NSA6-12	2935	4	5,268,588.0	4,291,648.0	538.00	4.92	0.00	66	10.0	8.0	
NSA6-9	2935	4	5,268,582.0	4,291,571.0	539.00	4.92	0.00	66	10.0	8.0	
NSA6-7	2938	3	5,268,698.5	4,291,711.5	537.00	4.92	0.00	66	10.0	8.0	

INPUT: RECEIVERS**HAM-75-1.05 PID 113361**

NSA6-11	2947	3	5,268,693.5	4,291,636.0	538.00	4.92	0.00	66	10.0	8.0	
NSA6-10	2951	3	5,268,686.5	4,291,559.0	540.00	4.92	0.00	66	10.0	8.0	
NSA6-8	2956	3	5,268,861.5	4,291,685.5	540.00	4.92	0.00	66	10.0	8.0	
NSA6-12	2958	2	5,270,039.0	4,289,838.5	538.00	4.92	0.00	66	10.0	8.0	
NSA1-49	2978	1	5,266,655.0	4,301,189.5	583.00	4.92	0.00	66	10.0	8.0	Y
NSA1-50	3356	3	5,266,621.0	4,301,027.5	599.00	4.92	0.00	66	10.0	8.0	Y
NSA1-51	3357	4	5,266,744.0	4,301,133.5	604.00	4.92	0.00	66	10.0	8.0	Y
NSA1-52	3359	1	5,266,701.0	4,301,027.5	584.00	4.92	0.00	66	10.0	8.0	Y
NSA1-53	3360	4	5,266,846.0	4,301,390.5	584.00	4.92	0.00	66	10.0	8.0	Y
NSA1-54	3361	2	5,266,867.0	4,301,112.5	625.00	4.92	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Lawhon & Assoc CMCox					9 May 2022 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:	HAM-75-1.05 PID 113361										
RUN:	Brent Spence Bridge OH Existing PM										
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles	Pvmt Type
	ft			ft	ft	ft			mph	%	On Struct?
Rd1; NB 75 On Br (4 lane)11	48.0	point2	2	5,269,145.0	4,287,962.0	535.00				Average	Y
		point3	3	5,269,147.5	4,288,139.5	540.00				Average	Y
		point4	4	5,269,163.0	4,288,319.0	547.00					
Rd2; NB 75 fr Bridge (3 Lane)11	36.0	point5	5	5,269,163.0	4,288,319.0	547.00				Average	Y
		point6	6	5,269,175.0	4,288,443.0	553.00				Average	Y
		point7	7	5,269,300.0	4,289,036.0	559.00				Average	Y
		point8	8	5,269,321.0	4,289,105.0	556.00					
Rd3; NB 75 (2lane)11	24.0	point9	9	5,269,321.0	4,289,105.0	556.00				Average	Y
		point10	10	5,269,431.0	4,289,635.0	540.00					
Rd4 ; NB 75 Fr Off to 6th St(2 lane)11	24.0	point11	11	5,269,431.0	4,289,635.0	540.00				Average	Y
		point12	12	5,269,451.0	4,289,857.0	535.00				Average	Y
		point14	14	5,269,448.0	4,290,013.0	532.00				Average	
		point15	15	5,269,434.5	4,290,124.5	530.50				Average	
		point16	16	5,269,403.5	4,290,240.0	529.00				Average	
		point17	17	5,269,369.5	4,290,344.0	529.00				Average	
		point18	18	5,269,327.0	4,290,431.0	529.00				Average	
		point19	19	5,269,255.0	4,290,554.0	530.00				Average	
		point20	20	5,269,206.0	4,290,620.0	530.00				Average	
		point21	21	5,269,088.0	4,290,754.0	531.00				Average	
		point22	22	5,268,983.0	4,290,848.0	530.50				Average	
		point23	23	5,268,901.5	4,290,912.0	529.50				Average	
		point24	24	5,268,724.0	4,291,034.0	527.00				Average	
		point25	25	5,268,611.0	4,291,096.5	525.50				Average	
		point26	26	5,267,350.5	4,291,773.0	503.50				Average	
		point27	27	5,267,086.0	4,291,965.0	497.50					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd5 ; NB 75 Under Linn- On fr Ramp(4 la11	48.0	point28	28	5,267,086.0	4,291,965.0	497.50				Average	
		point29	29	5,266,939.0	4,292,095.0	494.50				Average	
		point30	30	5,266,817.0	4,292,232.0	491.50				Average	
		point32	32	5,266,663.0	4,292,462.0	488.00				Average	
		point33	33	5,266,601.0	4,292,595.0	486.50					
Rd6 ; NB 75 On fr Rte3 - On Fr Free(4 L)1	48.0	point34	34	5,266,601.0	4,292,595.0	486.50				Average	
		point35	35	5,266,552.0	4,292,719.0	486.50				Average	
		point36	36	5,266,517.0	4,292,837.0	485.50				Average	
		point37	37	5,266,487.0	4,292,988.0	485.00				Average	
		point38	38	5,266,472.5	4,293,107.0	484.50				Average	
		point39	39	5,266,465.5	4,293,271.0	484.50				Average	
		point40	40	5,266,468.0	4,293,436.0	484.00				Average	
		point41	41	5,266,490.0	4,293,782.0	486.50					
Rd7 ; NB 75 On fr Freeman-On Fr Win(4)11	48.0	point42	42	5,266,490.0	4,293,782.0	486.50				Average	
		point44	44	5,266,526.0	4,294,481.0	504.50				Average	
		point45	45	5,266,521.0	4,294,619.0	508.50				Average	
		point46	46	5,266,509.0	4,294,762.0	512.50					
Rd8 ; NB 75 On fr Winch- Off to W Via(411	48.0	point47	47	5,266,509.0	4,294,762.0	512.50				Average	
		point48	48	5,266,479.0	4,294,917.0	517.00				Average	
		point49	49	5,266,451.0	4,295,031.0	519.50				Average	Y
		point50	50	5,266,387.0	4,295,216.0	522.50				Average	Y
		point51	51	5,266,310.0	4,295,384.0	524.50				Average	
		point52	52	5,266,219.0	4,295,553.0	524.50				Average	
		point53	53	5,266,015.0	4,295,896.0	521.10				Average	Y
		point54	54	5,265,925.0	4,296,044.0	518.50				Average	Y
		point55	55	5,265,557.0	4,296,658.0	506.00				Average	
		point56	56	5,265,423.0	4,296,941.0	510.00				Average	
		point57	57	5,265,384.0	4,297,052.0	512.00				Average	
		point58	58	5,265,348.0	4,297,180.0	513.50				Average	Y
		point59	59	5,265,312.0	4,297,365.0	515.50				Average	Y
		point61	61	5,265,294.0	4,297,675.0	517.50				Average	
		point62	62	5,265,302.0	4,297,904.0	519.00				Average	
		point63	63	5,265,326.0	4,298,252.0	520.50					
Rd9 ; Nb 75 off to Viad - On fr EB Via(41	48.0	point64	64	5,265,326.0	4,298,252.0	520.50				Average	
		point65	65	5,265,333.0	4,298,302.0	520.50				Average	Y
		point67	67	5,265,366.0	4,298,630.0	518.50				Average	
		point68	68	5,265,402.0	4,298,898.0	515.00				Average	
		point69	69	5,265,452.0	4,299,211.0	511.50				Average	
		point70	70	5,265,530.0	4,299,610.0	515.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point71	71	5,265,605.0	4,299,933.0	521.00					
Rd10 ; NB 75 Fr On Fr EB Viad(4)11	48.0	point72	72	5,265,605.0	4,299,933.0	521.00				Average	
		point73	73	5,265,671.5	4,300,178.0	526.50				Average	
		point74	74	5,265,949.0	4,301,047.0	537.50				Average	
		point75	75	5,266,009.0	4,301,277.0	539.00				Average	
		point76	76	5,266,050.0	4,301,461.0	540.00				Average	
		point77	77	5,266,117.0	4,301,986.5	541.50					
Rd11 ; SB 75 Hopple to Viaduct	48.0	point78	78	5,266,049.5	4,301,991.5	539.00				Average	
		point79	79	5,266,002.0	4,301,577.0	538.50				Average	
		point80	80	5,265,970.0	4,301,381.0	537.00				Average	
		point81	81	5,265,909.0	4,301,142.0	536.00				Average	
		point82	82	5,265,827.0	4,300,903.0	535.00				Average	
		point83	83	5,265,443.0	4,299,884.0	516.50					
Rd12 ; SB 75 Viad Off - Viad On(4)11	48.0	point84	84	5,265,443.0	4,299,884.0	516.50				Average	
		point85	85	5,265,370.5	4,299,631.0	516.50				Average	
		point87	87	5,265,300.0	4,299,281.0	518.50				Average	
		point88	88	5,265,270.0	4,299,062.0	520.50				Average	
		point89	89	5,265,253.0	4,298,831.0	521.50				Average	
		point90	90	5,265,244.0	4,298,484.0	522.00				Average	Y
		point91	91	5,265,235.0	4,298,326.0	521.50					
Rd13 ; SB 75 Viad On-Off to Findlay(4)11	48.0	point92	92	5,265,235.0	4,298,326.0	521.50				Average	
		point93	93	5,265,222.0	4,297,857.0	520.00				Average	
		point94	94	5,265,226.0	4,297,535.0	519.00				Average	
		point95	95	5,265,243.0	4,297,370.0	518.50				Average	Y
		point96	96	5,265,274.0	4,297,187.0	517.00				Average	Y
		point97	97	5,265,294.0	4,297,115.0	516.00					
Rd14 ; SB 75 Findley Off-Ez Ch Off(4)11	48.0	point98	98	5,265,294.0	4,297,115.0	516.00				Average	
		point99	99	5,265,361.0	4,296,932.0	513.00				Average	
		point102	102	5,265,520.0	4,296,598.0	507.50				Average	
		point103	103	5,265,855.0	4,296,038.0	518.00				Average	Y
		point104	104	5,265,944.0	4,295,891.0	521.00				Average	Y
		point105	105	5,266,123.0	4,295,591.0	523.50				Average	
		point106	106	5,266,224.0	4,295,412.0	523.00				Average	
		point107	107	5,266,317.0	4,295,220.0	520.00				Average	Y
		point108	108	5,266,383.0	4,295,035.0	517.00				Average	Y
		point109	109	5,266,412.0	4,294,925.0	514.50					
Rd15 ; SB 75 EZ Charl Off-Free Off(4)11	48.0	point110	110	5,266,412.0	4,294,925.0	514.50				Average	
		point111	111	5,266,433.5	4,294,819.0	512.00				Average	
		point112	112	5,266,449.5	4,294,707.0	508.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point114	114	5,266,464.0	4,294,424.0	501.00				Average	
		point117	117	5,266,414.0	4,293,716.0	486.00				Average	
		point118	118	5,266,399.5	4,293,427.0	486.00					
Rd16 ; SB 75 Freeman Off-EZ C On(4)11	48.0	point119	119	5,266,399.5	4,293,427.0	486.00				Average	
		point120	120	5,266,411.0	4,293,101.0	487.50				Average	
		point121	121	5,266,430.0	4,292,942.0	488.50				Average	
		point123	123	5,266,504.0	4,292,670.0	489.50				Average	
		point124	124	5,266,545.5	4,292,562.0	490.00				Average	
		point125	125	5,266,597.0	4,292,455.0	491.00				Average	
		point126	126	5,266,668.5	4,292,332.0	492.50				Average	
		point127	127	5,266,740.0	4,292,230.0	494.00				Average	
		point128	128	5,266,781.0	4,292,166.0	495.50					
Rd17 ; SB 75 EZ C On-7th St Off(5)11	60.0	point129	129	5,266,781.0	4,292,166.0	495.50				Average	
		point130	130	5,266,884.0	4,292,053.0	497.50				Average	
		point131	131	5,267,000.0	4,291,946.0	500.50				Average	
		point132	132	5,267,145.0	4,291,836.0	502.50				Average	
		point133	133	5,267,300.5	4,291,736.0	505.00				Average	
		point134	134	5,267,631.0	4,291,554.0	510.00					
Rd18 ; SB 75 7th Off-71 off (4)11	48.0	point135	135	5,267,631.0	4,291,554.0	510.00				Average	
		point136	136	5,267,779.0	4,291,482.0	512.50				Average	
		point137	137	5,268,135.5	4,291,292.0	517.50					
Rd19 ; SB 75 71 Off-WB 8th On(2)11	24.0	point138	138	5,268,135.5	4,291,292.0	517.50				Average	
		point139	139	5,268,183.0	4,291,252.0	518.00				Average	
		point140	140	5,268,308.0	4,291,172.0	518.50				Average	
		point141	141	5,268,406.0	4,291,101.0	519.50				Average	
		point142	142	5,268,515.0	4,291,009.0	520.50				Average	
		point143	143	5,268,623.0	4,290,890.0	521.00				Average	
		point144	144	5,268,695.0	4,290,800.0	521.50				Average	
		point145	145	5,268,797.0	4,290,660.0	522.50					
Rd20 ; SB 75 8th On- 6th On(3)11	36.0	point146	146	5,268,797.0	4,290,660.0	522.50				Average	
		point147	147	5,268,926.0	4,290,392.0	524.00				Average	
		point148	148	5,268,986.0	4,290,246.0	526.00				Average	
		point149	149	5,269,013.5	4,290,159.0	528.00				Average	
		point150	150	5,269,049.0	4,290,017.0	531.00				Average	
		point152	152	5,269,082.0	4,289,767.0	538.50				Average	
		point153	153	5,269,088.0	4,289,661.0	542.00					
Rd21 ; SB 75 6th On-Ft Wash On(2)11	24.0	point154	154	5,269,088.0	4,289,661.0	542.00				Average	
		point155	155	5,269,101.0	4,289,451.0	547.50				Average	Y
		point156	156	5,269,109.5	4,289,141.0	557.50				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point157	157	5,269,134.0	4,288,915.0	565.00					
Rd22 ; SB 75 Bridge Upper(4)11	48.0	point158	158	5,269,134.0	4,288,915.0	565.00				Average	Y
		point159	159	5,269,133.0	4,288,805.0	568.00				Average	Y
		point160	160	5,269,130.0	4,288,612.0	572.00				Average	Y
		point161	161	5,269,127.5	4,288,475.0	573.00				Average	Y
		point162	162	5,269,126.0	4,288,318.0	571.00				Average	Y
		point163	163	5,269,117.0	4,288,125.0	565.00				Average	Y
		point164	164	5,269,117.5	4,287,961.5	553.00					
Rd23 ; NB Off tp 2nd + EB 71(2)11	24.0	point168	168	5,269,164.0	4,288,320.5	547.00				Average	Y
		point169	169	5,269,200.5	4,288,452.0	554.00				Average	Y
		point171	171	5,269,319.0	4,288,749.0	557.00				Average	Y
		point172	172	5,269,385.5	4,288,846.0	556.00				Average	Y
		point173	173	5,269,458.5	4,288,915.0	553.00				Average	Y
		point175	175	5,269,625.0	4,289,020.0	546.00				Average	Y
		point177	177	5,269,815.0	4,289,084.0	541.00				Average	Y
		point178	178	5,269,939.0	4,289,100.0	540.00					
Rd24 ; Off Ramp to 2nd St(2)11	24.0	point179	179	5,269,939.0	4,289,100.0	540.00				Average	Y
		point180	180	5,270,122.0	4,289,073.0	537.00				Average	Y
		point182	182	5,270,337.0	4,289,059.0	534.00				Average	Y
		point183	183	5,270,561.0	4,289,077.0	532.00					
Rd25 ; Off to EB 75(2)11	24.0	point184	184	5,269,939.0	4,289,100.0	540.00				Average	Y
		point186	186	5,270,217.0	4,289,112.0	534.00				Average	Y
		point188	188	5,270,503.0	4,289,167.0	524.00				Average	Y
		point189	189	5,270,651.0	4,289,219.0	514.00					
Rd26 ; NB Off to 5th St (1 lane)11	12.0	point190	190	5,269,321.0	4,289,105.0	556.00				Average	Y
		point191	191	5,269,400.0	4,289,353.0	549.00				Average	Y
		point192	192	5,269,478.0	4,289,572.0	541.00				Average	Y
		point193	193	5,269,505.0	4,289,648.0	538.50				Average	Y
		point194	194	5,269,530.0	4,289,722.0	537.50					
Rd27 ; NB Off to 5th St (2 lane)11	12.0	point196	196	5,269,531.5	4,289,734.5	537.50				Average	
		point197	197	5,269,612.0	4,289,971.0	542.30				Average	
		point200	200	5,269,713.0	4,290,103.0	547.50				Average	Y
		point201	201	5,269,823.0	4,290,168.0	548.00					
Rd28 ; NB Off to 6th(1)11	12.0	point202	202	5,269,431.0	4,289,635.0	540.00				Average	Y
		point203	203	5,269,456.0	4,289,704.0	540.00				Average	Y
		point204	204	5,269,538.0	4,290,046.0	531.50				Average	
		point205	205	5,269,557.0	4,290,154.0	530.00				Average	
		point207	207	5,269,561.0	4,290,261.0	530.50				Average	
		point211	211	5,269,498.0	4,290,457.0	537.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point213	213	5,269,410.0	4,290,571.0	544.50					
Rd29 ; 6th On fr NB 75 Off ramp(2)11	24.0	point214	214	5,269,410.0	4,290,571.0	544.50				Average	
		point216	216	5,269,309.0	4,290,637.0	549.50				Average	
		point218	218	5,269,200.5	4,290,672.0	552.00				Average	Y
		point219	219	5,269,127.5	4,290,693.0	553.00					
Rd30 ; NB On Fr 71 (3 lane)11	36.0	point220	220	5,268,324.0	4,291,322.0	520.50				Average	
		point221	221	5,268,219.5	4,291,364.0	519.00				Average	
		point222	222	5,267,416.5	4,291,771.0	504.00				Average	
		point223	223	5,267,086.0	4,291,967.0	497.50					
Rd31 ; NB On fr Winchell(1)11	12.0	point224	224	5,267,195.5	4,291,988.0	497.50				Average	
		point225	225	5,267,129.0	4,292,024.0	496.00				Average	
		point226	226	5,267,047.0	4,292,081.0	493.50				Average	
		point227	227	5,266,985.5	4,292,129.0	492.00				Average	
		point228	228	5,266,922.0	4,292,185.0	490.50				Average	
		point229	229	5,266,848.0	4,292,261.0	489.00				Average	
		point230	230	5,266,770.0	4,292,357.0	487.50				Average	
		point231	231	5,266,718.5	4,292,434.0	486.50				Average	
		point232	232	5,266,601.0	4,292,595.0	486.50					
Rd32 ; NB On Fr Freeman(1)11	12.0	point233	233	5,266,636.5	4,292,647.0	508.00				Average	
		point235	235	5,266,622.0	4,292,843.0	498.00				Average	
		point236	236	5,266,544.0	4,293,127.0	484.50				Average	
		point237	237	5,266,529.5	4,293,185.0	483.50				Average	
		point238	238	5,266,513.0	4,293,288.0	482.50				Average	
		point239	239	5,266,505.0	4,293,374.0	483.00				Average	
		point240	240	5,266,490.0	4,293,782.0	486.50					
Rd33 ; NB On Fr Winch(EZ Ch)(1)11	12.0	point241	241	5,266,631.0	4,293,908.0	504.50				Average	
		point242	242	5,266,611.0	4,293,958.0	504.50				Average	
		point243	243	5,266,583.0	4,294,261.0	500.50				Average	
		point244	244	5,266,558.0	4,294,562.0	508.00				Average	
		point245	245	5,266,509.0	4,294,762.0	512.50					
Rd34 ; NB Off to Western Via(A) (1)11	12.0	point246	246	5,265,326.0	4,298,252.0	520.50				Average	
		point247	247	5,265,334.0	4,298,624.0	518.50				Average	
		point248	248	5,265,334.0	4,298,815.0	516.00				Average	
		point249	249	5,265,336.0	4,298,924.0	516.00				Average	
		point250	250	5,265,338.5	4,299,193.0	524.00				Average	
		point252	252	5,265,365.0	4,299,304.0	527.50				Average	
		point255	255	5,265,448.0	4,299,395.0	531.00				Average	Y
		point257	257	5,265,531.0	4,299,425.0	533.40				Average	Y
		point260	260	5,265,640.0	4,299,409.0	537.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point262	262	5,265,707.0	4,299,361.0	539.50				Average	
		point264	264	5,265,757.0	4,299,277.0	542.50					
Rd35 ; NB Off to Western Via(B)(1)11	12.0	point265	265	5,265,757.0	4,299,277.0	542.50				Average	
		point267	267	5,265,762.0	4,299,177.0	545.50				Average	
		point269	269	5,265,723.0	4,299,091.0	548.00				Average	
		point271	271	5,265,664.0	4,299,031.0	550.50				Average	
		point274	274	5,265,573.0	4,298,984.0	552.50				Average	Y
		point277	277	5,265,348.0	4,298,967.0	556.00					
Rd36 ; NB On Fr Western Via(A)(1)11	12.0	point278	278	5,265,423.0	4,298,933.0	555.00				Average	Y
		point279	279	5,265,603.0	4,298,880.0	553.00				Average	Y
		point281	281	5,265,713.0	4,298,809.0	549.00				Average	
		point283	283	5,265,792.0	4,298,723.0	545.00				Average	
		point285	285	5,265,844.0	4,298,601.0	540.00				Average	
		point287	287	5,265,819.0	4,298,469.0	535.00				Average	
		point289	289	5,265,731.0	4,298,386.0	530.50				Average	
		point291	291	5,265,625.0	4,298,362.0	526.50				Average	
		point293	293	5,265,523.5	4,298,395.0	522.50				Average	
		point296	296	5,265,439.0	4,298,507.0	518.00					
Rd37 ; NB On Fr Western Via(B)(1)11	12.0	point297	297	5,265,439.0	4,298,507.0	518.00				Average	
		point299	299	5,265,425.0	4,298,591.0	517.50				Average	
		point301	301	5,265,427.0	4,298,688.0	517.00					
Rd38 ; NB On Fr West Via + Bank(2)11	24.0	point302	302	5,265,427.0	4,298,688.0	517.00				Average	
		point303	303	5,265,474.0	4,299,047.0	512.00				Average	
		point304	304	5,265,496.0	4,299,181.0	510.50				Average	
		point305	305	5,265,516.5	4,299,319.0	510.50				Average	
		point306	306	5,265,548.0	4,299,511.0	513.00				Average	
		point307	307	5,265,570.0	4,299,637.0	515.00				Average	
		point308	308	5,265,605.0	4,299,933.0	521.00					
Rd39 ; SB Off to Under West Via(1)11	12.0	point309	309	5,265,443.0	4,299,884.0	516.50				Average	
		point310	310	5,265,328.0	4,299,595.0	517.50				Average	
		point312	312	5,265,236.0	4,299,290.0	519.00				Average	
		point313	313	5,265,202.0	4,299,225.0	519.00				Average	Y
		point315	315	5,265,126.5	4,299,154.0	520.00				Average	Y
		point316	316	5,265,090.0	4,299,136.0	519.00				Average	Y
		point317	317	5,265,024.0	4,299,112.0	517.50				Average	Y
		point318	318	5,264,827.0	4,299,083.0	513.00				Average	
		point319	319	5,264,758.0	4,299,073.0	515.00				Average	Y
		point320	320	5,264,645.0	4,299,058.0	516.00					
Rd40 ; SB On Fr Under West Via(1)11	12.0	point321	321	5,264,627.0	4,299,041.0	516.00				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point322	322	5,264,748.0	4,298,996.0	514.00				Average	Y
		point324	324	5,264,987.0	4,298,909.0	516.50				Average	
		point326	326	5,265,053.5	4,298,880.0	518.50				Average	Y
		point328	328	5,265,126.5	4,298,825.0	519.50				Average	Y
		point330	330	5,265,169.0	4,298,761.0	521.00				Average	Y
		point332	332	5,265,199.0	4,298,648.0	521.50				Average	
		point333	333	5,265,206.5	4,298,492.0	521.50				Average	Y
		point334	334	5,265,235.0	4,298,326.0	521.50					
Rd41 ; SB Off to Findlay + Western(1)11	12.0	point335	335	5,265,294.0	4,297,115.0	516.00				Average	
		point336	336	5,265,290.0	4,297,034.0	516.50				Average	
		point337	337	5,265,357.0	4,296,794.0	512.50				Average	
		point338	338	5,265,389.0	4,296,702.0	509.50				Average	
		point342	342	5,265,614.0	4,296,222.0	494.50				Average	
		point343	343	5,265,660.0	4,296,118.0	493.50					
Rd42 ; SB Off to Kenner(1)11	12.0	point344	344	5,266,412.0	4,294,925.0	514.50				Average	
		point345	345	5,266,399.0	4,294,815.0	510.00				Average	
		point349	349	5,266,389.0	4,294,446.0	502.50				Average	
		point350	350	5,266,326.0	4,294,032.0	507.00				Average	
		point351	351	5,266,286.0	4,293,900.0	506.50					
Rd43 ; SB Off to Freeman (1 La)11	12.0	point352	352	5,266,399.5	4,293,427.0	486.00				Average	
		point353	353	5,266,372.0	4,293,362.0	487.00				Average	
		point354	354	5,266,363.0	4,293,259.0	488.00				Average	
		point355	355	5,266,354.0	4,293,074.0	490.50				Average	
		point356	356	5,266,358.0	4,292,957.0	492.50				Average	
		point357	357	5,266,385.0	4,292,668.0	503.00				Average	Y
		point358	358	5,266,390.0	4,292,587.0	506.50				Average	Y
		point359	359	5,266,388.0	4,292,497.0	509.50					
Rd44 ; SB off to Freeman (3 lan11	36.0	point360	360	5,266,388.0	4,292,497.0	509.50				Average	
		point361	361	5,266,383.5	4,292,461.0	509.50				Average	
		point362	362	5,266,380.0	4,292,439.0	510.00				Average	
		point363	363	5,266,347.0	4,292,334.0	508.00					
Rd45 ; SB Ramp western-SB 75(1)11	12.0	point364	364	5,266,249.0	4,293,274.0	496.50				Average	
		point365	365	5,266,269.0	4,293,187.0	494.00				Average	
		point367	367	5,266,275.0	4,292,912.0	491.50				Average	
		point370	370	5,266,358.0	4,292,674.0	484.50				Average	
		point371	371	5,266,428.0	4,292,575.0	485.00				Average	
		point372	372	5,266,712.0	4,292,215.0	496.00				Average	
		point373	373	5,266,781.0	4,292,166.0	495.50					
Rd46 ; SB Off to 7th(1)11	12.0	point374	374	5,267,631.0	4,291,554.0	510.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point375	375	5,267,829.5	4,291,394.0	513.00				Average	
		point378	378	5,268,286.0	4,291,021.0	537.00				Average	
		point380	380	5,268,388.0	4,290,979.0	540.00				Average	
		point381	381	5,268,441.0	4,290,966.0	541.50				Average	Y
		point382	382	5,268,547.0	4,290,938.0	546.00					
Rd47 ; SB On Fr 9th St(1)11	12.0	point383	383	5,268,359.0	4,291,388.5	541.00				Average	Y
		point384	384	5,268,230.0	4,291,337.0	541.00				Average	Y
		point385	385	5,268,185.0	4,291,299.5	540.00				Average	Y
		point387	387	5,268,166.0	4,291,230.0	538.00				Average	Y
		point389	389	5,268,193.0	4,291,163.0	535.50				Average	
		point391	391	5,268,326.0	4,291,082.0	527.00				Average	
		point392	392	5,268,394.0	4,291,034.0	535.50				Average	
		point393	393	5,268,454.5	4,290,987.0	520.50				Average	
		point394	394	5,268,564.0	4,290,893.0	518.50				Average	
		point396	396	5,268,707.0	4,290,739.0	520.30				Average	
		point397	397	5,268,797.0	4,290,660.0	522.50					
Rd48 ; EB 50 Off to SB 75 + 2nd(1)11	12.0	point398	398	5,268,584.0	4,290,611.0	550.00				Average	
		point399	399	5,268,698.5	4,290,617.5	549.50				Average	Y
		point401	401	5,268,814.0	4,290,597.0	546.50				Average	Y
		point402	402	5,268,875.0	4,290,567.0	545.00				Average	Y
		point404	404	5,268,976.0	4,290,489.0	539.00				Average	
		point407	407	5,269,063.5	4,290,334.0	531.50					
Rd49 ; SB on fr EB 50(1)11	12.0	point408	408	5,269,063.5	4,290,334.0	531.50				Average	
		point409	409	5,269,085.0	4,290,200.0	529.00				Average	
		point410	410	5,269,101.0	4,289,763.0	540.00				Average	
		point411	411	5,269,088.0	4,289,661.0	542.00					
Rd50 ; Off fr w 3rd to SB 7(1)11	12.0	point412	412	5,271,077.0	4,289,467.0	514.20				Average	
		point414	414	5,270,626.0	4,289,350.0	528.00				Average	Y
		point415	415	5,270,513.0	4,289,334.0	532.00				Average	Y
		point417	417	5,270,349.0	4,289,340.0	540.00				Average	Y
		point419	419	5,270,223.0	4,289,385.0	545.50				Average	Y
		point421	421	5,270,104.0	4,289,482.0	553.00				Average	Y
		point423	423	5,269,931.0	4,289,593.0	560.00				Average	Y
		point425	425	5,269,806.0	4,289,647.0	567.00				Average	Y
		point427	427	5,269,656.5	4,289,664.0	568.00				Average	Y
		point428	428	5,269,596.0	4,289,645.0	568.00					
Rd51 ; 71 WB-SB(2)11	24.0	point429	429	5,269,596.0	4,289,645.0	568.00				Average	Y
		point432	432	5,269,393.0	4,289,564.0	564.00				Average	Y
		point434	434	5,269,270.0	4,289,450.0	563.00				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point437	437	5,269,177.5	4,289,251.0	559.00				Average	Y
		point439	439	5,269,134.0	4,288,915.0	565.00					
Rd52 ; WB 71 to SB 75(2)11	24.0	point440	440	5,270,623.0	4,289,291.0	516.30				Average	Y
		point441	441	5,270,466.0	4,289,289.0	527.00				Average	Y
		point443	443	5,270,276.0	4,289,315.0	538.00				Average	Y
		point444	444	5,270,199.5	4,289,346.0	544.00				Average	Y
		point445	445	5,270,126.0	4,289,397.0	548.00				Average	Y
		point446	446	5,269,979.0	4,289,531.0	557.00				Average	Y
		point447	447	5,269,889.0	4,289,589.0	559.80				Average	Y
		point448	448	5,269,784.5	4,289,627.5	562.50				Average	Y
		point450	450	5,269,596.0	4,289,645.0	568.00					
Rd53 ; SB Off to 2nd St(1)11	12.0	point451	451	5,269,063.5	4,290,334.0	531.50				Average	
		point452	452	5,269,094.0	4,290,276.0	530.00				Average	
		point453	453	5,269,182.5	4,290,000.0	527.50				Average	
		point457	457	5,269,294.0	4,289,745.0	518.00					
Rd54 ; SB Ramp to 2nd(2)11	24.0	point458	458	5,269,294.0	4,289,745.0	518.00				Average	
		point459	459	5,269,343.0	4,289,586.5	516.50				Average	
		point460	460	5,269,398.0	4,289,426.0	525.50				Average	
		point461	461	5,269,437.0	4,289,324.0	523.00				Average	Y
		point462	462	5,269,474.0	4,289,224.0	527.50				Average	Y
		point463	463	5,269,501.0	4,289,166.0	527.00				Average	Y
		point465	465	5,269,583.5	4,289,054.0	519.00				Average	Y
		point466	466	5,269,694.0	4,288,972.0	518.00				Average	Y
		point468	468	5,269,882.5	4,288,915.0	523.00				Average	Y
		point469	469	5,269,989.5	4,288,907.0	525.00					
Rd55 ; 2nd St to On fr SB 75(1)11	12.0	point470	470	5,269,444.5	4,288,749.0	517.50				Average	Y
		point471	471	5,269,590.0	4,288,788.0	514.00				Average	Y
		point473	473	5,269,989.5	4,288,907.0	525.00					
Rd56 ; 2nd St SB On-NB On(3)11	36.0	point474	474	5,269,989.5	4,288,907.0	525.00				Average	Y
		point475	475	5,270,057.0	4,288,928.0	528.00				Average	Y
		point476	476	5,270,561.0	4,289,077.0	532.00					
Rd 57 ; 2nd St Fr NB On(5)11	60.0	point477	477	5,270,561.0	4,289,077.0	532.00				Average	Y
		point482	482	5,272,008.0	4,289,406.0	513.00					
Rd58 ; EB P Rose Meh-Rose(2)11	24.0	point483	483	5,267,897.0	4,288,247.0	485.00				Average	
		point484	484	5,267,961.0	4,288,273.0	485.50				Average	
		point485	485	5,268,355.0	4,288,352.0	487.00				Average	
		point486	486	5,269,022.5	4,288,485.0	486.00					
Rd59 ; EB P Rose Rose-Cent(2)11	24.0	point487	487	5,269,022.5	4,288,485.0	486.00				Average	
		point488	488	5,270,269.0	4,288,740.0	489.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd62 ; WB P Rose Cent-Meh(2)11	24.0	point507	507	5,270,263.5	4,288,765.0	489.00				Average	
		point509	509	5,269,507.0	4,288,602.0	488.00				Average	
		point510	510	5,269,018.0	4,288,504.0	486.00					
Rd63 ; WB P Rose fr Rose St(2)11	24.0	point511	511	5,269,018.0	4,288,504.0	486.00				Average	
		point512	512	5,268,353.0	4,288,372.0	487.00				Average	
		point513	513	5,267,948.0	4,288,292.0	485.50				Average	
		point514	514	5,267,942.0	4,288,291.0	485.50					
Rd64 ; SB Off to 5th(2)11	24.0	point515	515	5,268,135.5	4,291,292.0	517.50				Average	
		point516	516	5,268,200.0	4,291,272.0	518.50				Average	
		point517	517	5,268,353.0	4,291,189.0	520.50				Average	
		point518	518	5,268,492.0	4,291,098.0	522.50					
Rd65 ; Ramp SB 75-EB 71(2)11	24.0	point519	519	5,268,492.0	4,291,098.0	522.50				Average	
		point520	520	5,268,607.0	4,291,013.0	524.50				Average	
		point521	521	5,268,686.0	4,290,948.0	526.50				Average	
		point522	522	5,268,783.0	4,290,856.0	528.00				Average	
		point523	523	5,268,860.0	4,290,774.0	529.50				Average	
		point524	524	5,268,951.0	4,290,661.0	531.00				Average	
		point525	525	5,269,028.0	4,290,544.0	532.50				Average	
		point526	526	5,269,088.5	4,290,437.0	533.50				Average	
		point527	527	5,269,143.0	4,290,325.0	533.50				Average	
		point528	528	5,269,197.0	4,290,188.0	531.50					
Rd66 ; SB Ramp to 2nd(1)11	12.0	point529	529	5,269,197.0	4,290,188.0	531.50				Average	
		point530	530	5,269,248.0	4,290,015.0	528.00				Average	
		point533	533	5,269,272.0	4,289,860.0	522.00				Average	
		point536	536	5,269,294.0	4,289,745.0	518.00					
Rd67 ; SB ramp to EB 71(1)11	12.0	point537	537	5,269,197.0	4,290,188.0	531.50				Average	
		point538	538	5,269,230.0	4,290,112.0	530.50				Average	
		point539	539	5,269,362.5	4,289,729.0	521.00				Average	
		point540	540	5,269,417.0	4,289,589.0	521.00					
Rd68 ; EB 71 On fr SB 75(2)11	24.0	point541	541	5,269,417.0	4,289,589.0	521.00				Average	
		point542	542	5,269,469.5	4,289,494.0	522.50				Average	
		point544	544	5,269,574.5	4,289,354.0	527.00				Average	
		point545	545	5,269,619.0	4,289,310.5	529.50				Average	
		point546	546	5,269,685.0	4,289,266.0	532.00				Average	Y
		point547	547	5,269,741.0	4,289,232.0	534.00				Average	Y
		point549	549	5,269,955.5	4,289,166.0	535.00				Average	Y
		point550	550	5,270,171.0	4,289,162.0	530.00				Average	Y
		point552	552	5,270,452.0	4,289,186.0	521.00				Average	Y
		point553	553	5,270,651.0	4,289,219.0	514.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd69 ; EB 71 Fr SB 75 On(4)11	48.0	point554	554	5,270,651.0	4,289,219.0	514.00				Average	
		point555	555	5,271,341.0	4,289,363.0	489.50				Average	
		point556	556	5,271,989.0	4,289,499.0	493.00				Average	
		point557	557	5,272,245.5	4,289,552.0	495.00					
Rd70 ; Ramp EB 50-EB 71(1)11	12.0	point558	558	5,268,584.0	4,290,611.0	550.00				Average	
		point560	560	5,268,689.0	4,290,635.0	550.50				Average	Y
		point561	561	5,268,776.0	4,290,641.0	552.00				Average	Y
		point563	563	5,268,940.0	4,290,635.0	554.00				Average	Y
		point565	565	5,269,076.0	4,290,569.0	554.00				Average	Y
		point568	568	5,269,174.0	4,290,437.0	550.00				Average	
		point569	569	5,269,319.0	4,290,030.0	527.00				Average	
		point572	572	5,269,377.0	4,289,735.0	520.50				Average	
		point573	573	5,269,417.0	4,289,589.0	521.00					
Rd71 ; 3rd ST to Race(5)11	60.0	point574	574	5,271,951.0	4,289,662.0	513.90				Average	
		point576	576	5,271,537.0	4,289,575.0	513.50					
Rd72 ; 3rd St Race-Elm(3)11	36.0	point577	577	5,271,537.0	4,289,575.0	513.50				Average	
		point578	578	5,271,446.0	4,289,568.0	513.50				Average	
		point579	579	5,271,327.0	4,289,547.0	512.50				Average	
		point580	580	5,270,607.5	4,289,402.0	515.00					
Rd75 ; WB 3rd St Plum-Central(2)11	24.0	point586	586	5,270,592.0	4,289,394.0	511.50				Average	
		point587	587	5,270,140.5	4,289,316.0	508.50					
Rd76 ; WB 3rd Central-Smith(2)11	24.0	point588	588	5,270,140.5	4,289,316.0	508.50				Average	
		point589	589	5,269,375.0	4,289,151.0	503.20					
Rd77 ; WB 3rd St Fr Smith(2)11	24.0	point590	590	5,269,375.0	4,289,152.0	503.20				Average	
		point592	592	5,269,075.0	4,289,099.0	500.50				Average	
		point594	594	5,268,260.5	4,289,071.0	493.00				Average	
		point595	595	5,268,198.0	4,289,079.0	492.50				Average	
		point597	597	5,268,140.0	4,289,101.0	492.50				Average	
		point599	599	5,268,087.0	4,289,150.0	493.50				Average	
		point600	600	5,268,021.0	4,289,237.0	495.00					
Rd78 ; EB 3rd to Smith(2)11	24.0	point601	601	5,268,005.0	4,289,186.0	493.50				Average	
		point602	602	5,268,069.0	4,289,107.0	492.50				Average	
		point604	604	5,268,150.0	4,289,060.0	492.50				Average	
		point605	605	5,268,203.0	4,289,049.0	492.50				Average	
		point606	606	5,269,060.0	4,289,075.0	500.00				Average	
		point608	608	5,269,329.0	4,289,122.0	502.50					
Rd80 ; WB 71 to Off to SB 75(4)11	48.0	point611	611	5,272,229.0	4,289,623.0	495.00				Average	
		point612	612	5,271,974.0	4,289,570.0	513.50				Average	
		point613	613	5,271,317.5	4,289,433.0	489.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point614	614	5,270,623.0	4,289,291.0	516.30					
Rd81 ; wb 71 Off to 6th(2)11	24.0	point615	615	5,270,625.0	4,289,292.0	516.30				Average	Y
		point616	616	5,270,461.0	4,289,247.0	524.00				Average	Y
		point619	619	5,270,231.5	4,289,256.0	535.00				Average	Y
		point621	621	5,270,065.0	4,289,348.0	537.00				Average	Y
		point623	623	5,269,961.0	4,289,487.0	535.00				Average	Y
		point624	624	5,269,918.0	4,289,575.0	534.00				Average	Y
		point625	625	5,269,910.0	4,289,618.0	533.00				Average	Y
		point626	626	5,269,895.0	4,289,695.0	532.00					
Rd82 ; Ramp WB 71 to 6th(1)11	12.0	point627	627	5,269,895.0	4,289,695.0	532.00				Average	
		point629	629	5,269,847.0	4,289,851.0	530.00				Average	
		point631	631	5,269,739.0	4,290,097.0	527.00				Average	
		point632	632	5,269,663.0	4,290,255.0	527.50				Average	
		point633	633	5,269,619.0	4,290,331.0	531.50				Average	
		point634	634	5,269,560.0	4,290,420.0	536.00				Average	
		point636	636	5,269,447.0	4,290,546.0	543.00				Average	
		point637	637	5,269,412.0	4,290,570.0	544.50					
Rd83 ; NB ramp to NB 6th ramp(1)11	12.0	point638	638	5,269,895.0	4,289,695.0	532.00				Average	
		point640	640	5,269,849.0	4,289,949.0	530.50				Average	
		point642	642	5,269,809.0	4,290,080.0	529.00				Average	
		point643	643	5,269,711.5	4,290,294.0	526.00				Average	
		point645	645	5,269,597.0	4,290,496.0	528.00				Average	
		point646	646	5,269,494.0	4,290,630.0	530.50					
Rd84 ; NB Ramo fr 4th(1)11	12.0	point1685	1685	5,270,050.0	4,289,761.0	537.00				Average	
		point650	650	5,269,978.5	4,289,797.0	537.50				Average	
		point651	651	5,269,752.5	4,290,270.0	537.50				Average	
		point653	653	5,269,670.0	4,290,428.0	529.00				Average	
		point655	655	5,269,535.0	4,290,604.0	531.00				Average	
		point656	656	5,269,494.0	4,290,630.0	530.50					
Rd85 ; NB ramp to NB fr 6th(2)11	24.0	point657	657	5,269,494.0	4,290,630.0	530.50				Average	
		point658	658	5,269,416.0	4,290,711.0	530.50				Average	
		point659	659	5,269,351.0	4,290,762.0	530.50				Average	
		point661	661	5,269,191.0	4,290,867.0	529.00				Average	
		point662	662	5,269,074.0	4,290,931.0	527.50				Average	
		point663	663	5,268,945.0	4,291,011.0	526.50					
Rd86 ; 6th to NB off Ramp(4)11	48.0	point664	664	5,270,279.0	4,290,788.0	551.20				Average	
		point665	665	5,270,113.0	4,290,758.0	552.00				Average	
		point666	666	5,269,874.0	4,290,714.0	550.00					
Rd87 ; NB ramp fr 6th(2)11	24.0	point667	667	5,269,874.0	4,290,714.0	550.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point668	668	5,269,777.0	4,290,736.0	549.00				Average	
		point669	669	5,269,544.0	4,290,774.0	541.50				Average	
		point671	671	5,269,323.5	4,290,836.5	531.50				Average	
		point672	672	5,269,090.0	4,290,950.5	528.00				Average	
		point673	673	5,268,945.0	4,291,011.0	526.50					
Rd88 ; NB Svc rd fr 6th(4)11	48.0	point674	674	5,268,945.0	4,291,011.0	526.50				Average	
		point675	675	5,268,322.0	4,291,322.0	520.50					
Rd89 ; 5th fr On ramp-Central(4)11	48.0	point676	676	5,269,823.0	4,290,168.0	548.00				Average	Y
		point678	678	5,269,975.0	4,290,210.0	547.50					
Rd91 ; EB 6th Exp'y to EB On(2)11	24.0	point682	682	5,265,201.0	4,290,297.0	510.00				Average	Y
		point683	683	5,265,427.5	4,290,298.0	507.50				Average	Y
		point684	684	5,265,801.0	4,290,290.0	498.00				Average	
		point685	685	5,266,187.0	4,290,261.0	512.00				Average	Y
		point686	686	5,266,422.0	4,290,242.0	528.00					
Rd92 ; EB 6th Exp On- Linn On(3)11	36.0	point687	687	5,266,422.0	4,290,242.0	528.00				Average	Y
		point689	689	5,266,796.0	4,290,251.0	536.00				Average	Y
		point690	690	5,266,959.0	4,290,271.0	535.00				Average	Y
		point691	691	5,267,361.0	4,290,338.0	532.00				Average	
		point692	692	5,267,876.0	4,290,435.0	544.60					
Rd93 ; EN 6th Exp Over Gest(4)11	48.0	point693	693	5,267,876.0	4,290,435.0	546.50				Average	Y
		point695	695	5,268,146.0	4,290,499.0	548.70					
Rd94 ; EB 6th Exp to 75 + 71(2)11	24.0	point696	696	5,268,146.0	4,290,499.0	548.70				Average	
		point697	697	5,268,233.0	4,290,531.0	550.00				Average	
		point698	698	5,268,584.0	4,290,611.0	550.00					
Rd95 ; W 5th fr 6th Exp'y(2)11	24.0	point699	699	5,268,146.0	4,290,499.0	548.70				Average	
		point700	700	5,268,237.0	4,290,508.0	549.00				Average	
		point702	702	5,268,362.0	4,290,526.0	546.50				Average	
		point704	704	5,268,485.0	4,290,521.0	547.50				Average	
		point705	705	5,268,564.0	4,290,500.0	547.00				Average	
		point707	707	5,268,733.0	4,290,408.0	547.50				Average	
		point708	708	5,268,883.5	4,290,295.0	546.60				Average	Y
		point709	709	5,269,146.0	4,290,108.0	548.00				Average	Y
		point711	711	5,269,270.0	4,290,069.0	552.00				Average	Y
		point713	713	5,269,415.0	4,290,083.0	552.30				Average	Y
		point714	714	5,269,495.0	4,290,104.0	549.60					
Rd96 ; W 5th On-Off(2)11	24.0	point715	715	5,269,495.0	4,290,104.0	549.60				Average	Y
		point717	717	5,269,686.0	4,290,158.0	548.50				Average	Y
		point718	718	5,269,823.0	4,290,168.0	548.00					
Rd97 ; WB 6th fr Central(2)11	24.0	point719	719	5,269,866.5	4,290,697.0	550.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point720	720	5,269,528.0	4,290,700.0	550.80				Average	Y
		point722	722	5,269,177.0	4,290,701.0	553.00				Average	Y
		point723	723	5,269,127.5	4,290,693.0	553.00					
Rd98 ; W 6th St fr Viad(4)11	48.0	point724	724	5,269,127.5	4,290,693.0	553.00				Average	Y
		point725	725	5,268,776.0	4,290,702.0	553.00					
Rd99 ; WB 6th to Off to Linn(4)11	48.0	point726	726	5,268,776.0	4,290,702.0	553.00				Average	Y
		point727	727	5,268,648.0	4,290,692.0	552.50				Average	Y
		point730	730	5,268,372.5	4,290,651.0	551.50				Average	
		point731	731	5,268,094.0	4,290,585.0	551.00				Average	Y
		point732	732	5,267,875.0	4,290,534.0	549.50				Average	Y
		point733	733	5,267,718.0	4,290,498.0	541.00					
Rd100 ; WB 6th Exp'y fr Linn Off(3)11	36.0	point734	734	5,267,718.0	4,290,498.0	541.00				Average	
		point735	735	5,267,641.0	4,290,471.5	538.50				Average	
		point736	736	5,267,322.0	4,290,400.0	532.00				Average	
		point737	737	5,267,081.0	4,290,346.0	533.00				Average	
		point738	738	5,266,964.0	4,290,325.0	534.00				Average	Y
		point739	739	5,266,820.0	4,290,308.0	535.00				Average	Y
		point741	741	5,266,445.0	4,290,295.0	531.00				Average	Y
		point742	742	5,266,164.0	4,290,312.0	514.00				Average	Y
		point743	743	5,265,728.0	4,290,347.0	500.00				Average	
		point745	745	5,265,420.0	4,290,356.0	508.00				Average	Y
		point746	746	5,265,198.0	4,290,363.0	510.00					
Rd101 ; WB 6th Exp'y Off to Gest(2)11	24.0	point747	747	5,268,776.0	4,290,702.0	553.00				Average	Y
		point748	748	5,268,647.0	4,290,657.0	551.00				Average	Y
		point751	751	5,268,183.0	4,290,553.0	533.50				Average	
		point752	752	5,268,000.0	4,290,514.0	527.50					
Rd102 ; NB Off fr Gest to 7th(1)11	12.0	point753	753	5,267,958.0	4,290,786.0	534.00				Average	
		point754	754	5,267,961.0	4,290,897.0	533.00				Average	
		point756	756	5,267,987.0	4,290,949.0	534.00				Average	
		point758	758	5,268,055.0	4,290,966.5	536.00				Average	
		point759	759	5,268,317.0	4,290,943.0	540.00				Average	
		point760	760	5,268,413.0	4,290,941.0	542.00					
Rd103 ; 7th Gest On-Central(4)11	48.0	point761	761	5,268,547.0	4,290,938.0	546.00				Average	Y
		point762	762	5,268,673.0	4,290,937.0	551.00				Average	Y
		point763	763	5,268,794.5	4,290,941.0	552.00				Average	Y
		point764	764	5,268,908.0	4,290,953.0	553.00				Average	Y
		point765	765	5,268,999.0	4,290,966.0	551.00				Average	Y
		point766	766	5,269,082.0	4,290,986.0	550.00				Average	Y
		point767	767	5,269,320.0	4,291,031.0	547.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point768	768	5,269,715.0	4,291,105.0	548.80					
Rd105 ; SB 75 Off to 5th(1)11	12.0	point773	773	5,268,495.0	4,291,096.5	522.50				Average	
		point774	774	5,268,568.5	4,291,064.0	524.50				Average	
		point775	775	5,268,864.0	4,290,858.0	528.50				Average	
		point776	776	5,268,929.0	4,290,811.0	528.50				Average	
		point777	777	5,268,999.0	4,290,747.0	528.00				Average	
		point778	778	5,269,083.0	4,290,649.0	528.50				Average	
		point779	779	5,269,135.0	4,290,576.0	530.50				Average	
		point781	781	5,269,207.0	4,290,443.0	536.50				Average	
		point782	782	5,269,304.0	4,290,176.0	547.50				Average	
		point785	785	5,269,369.5	4,290,116.0	549.50				Average	Y
		point787	787	5,269,495.0	4,290,104.0	549.60					
Rd106 ; EB W Mehring (2)11	24.0	point789	789	5,266,069.5	4,289,381.5	487.00				Average	
		point791	791	5,267,343.5	4,288,539.5	485.50				Average	
		point792	792	5,267,623.0	4,288,367.0	486.00				Average	
		point793	793	5,268,077.0	4,288,108.0	487.00				Average	
		point794	794	5,268,150.0	4,288,071.0	486.50				Average	
		point795	795	5,268,202.0	4,288,054.0	487.00				Average	
		point796	796	5,268,247.0	4,288,049.0	487.00				Average	
		point797	797	5,268,428.0	4,288,049.0	487.00				Average	
		point798	798	5,268,777.0	4,288,046.0	487.50				Average	
		point799	799	5,269,045.0	4,288,044.0	488.80					
Rd107 ; WB Mehring Way fr Pete Ros(2)11	24.0	point800	800	5,267,870.5	4,288,263.5	485.00				Average	
		point801	801	5,267,318.0	4,288,604.0	485.50				Average	
		point802	802	5,266,990.0	4,288,805.0	485.50				Average	
		point803	803	5,266,081.5	4,289,438.5	487.00					
Rd108 ; 9th to NB Off to 75(4)11	48.0	point805	805	5,269,635.0	4,291,726.0	545.50				Average	
		point807	807	5,269,371.5	4,291,633.0	543.50				Average	
		point809	809	5,269,163.0	4,291,564.0	542.50				Average	
		point810	810	5,268,737.5	4,291,472.0	540.50					
Rd109 ; W 8th NB Off-SB Off(3)11	36.0	point811	811	5,268,737.5	4,291,472.0	540.50				Average	
		point812	812	5,268,359.0	4,291,388.5	541.00					
Rd110 ; NB Central P'way to W H Via(3)11	36.0	point1647	1647	5,266,531.0	4,297,972.0	538.60				Average	
		point1646	1646	5,266,329.0	4,298,074.0	536.10				Average	
		point1645	1645	5,266,156.0	4,298,238.0	537.60				Average	
		point815	815	5,265,951.0	4,298,570.0	546.00				Average	
		point817	817	5,265,884.0	4,298,744.0	549.50				Average	
		point1687	1687	5,265,851.0	4,298,923.0	554.00					
Rd111 ; NB Cent P'way fr W H V(3)11	36.0	point820	820	5,265,847.5	4,298,941.0	554.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point822	822	5,265,835.0	4,299,159.0	551.50				Average	
		point824	824	5,265,860.0	4,299,578.0	548.50				Average	
		point826	826	5,265,847.0	4,299,812.0	550.50				Average	
		point827	827	5,265,829.0	4,300,056.0	553.50				Average	
		point828	828	5,265,829.0	4,300,130.0	554.00				Average	
		point829	829	5,265,848.0	4,300,216.0	554.00				Average	
		point830	830	5,266,055.0	4,300,725.0	547.50				Average	
		point831	831	5,266,132.0	4,300,916.0	548.50				Average	
		point1650	1650	5,266,213.0	4,301,055.0	549.00				Average	
		point1653	1653	5,266,406.0	4,301,262.0	546.30				Average	
		point1656	1656	5,266,460.0	4,301,415.0	544.00				Average	
		point1658	1658	5,266,454.0	4,301,547.0	542.00				Average	
		point1659	1659	5,266,439.0	4,301,602.0	541.00				Average	
		point1660	1660	5,266,363.0	4,301,750.0	540.40					
Central Parkway	24.0	point1672	1672	5,266,331.5	4,301,729.5	539.50				Average	
		point1671	1671	5,266,392.5	4,301,612.5	540.50				Average	
		point1669	1669	5,266,432.0	4,301,516.0	542.00				Average	
		point1667	1667	5,266,439.0	4,301,417.0	544.00				Average	
		point1664	1664	5,266,367.0	4,301,254.0	546.50				Average	
		point1662	1662	5,266,182.0	4,301,058.0	549.00				Average	
		point832	832	5,266,106.0	4,300,919.0	548.00				Average	
		point833	833	5,266,028.0	4,300,726.0	547.50				Average	
		point834	834	5,265,826.0	4,300,228.0	554.50				Average	
		point835	835	5,265,808.0	4,300,151.0	554.00				Average	
		point836	836	5,265,802.0	4,300,067.0	553.50				Average	
		point837	837	5,265,826.0	4,299,761.0	550.50				Average	
		point839	839	5,265,832.0	4,299,585.0	548.50				Average	
		point841	841	5,265,807.0	4,299,143.0	552.00				Average	
		point843	843	5,265,810.0	4,298,975.0	554.00				Average	
		point1690	1690	5,265,819.0	4,298,905.0	553.50					
Rd113 ; SB Cen P'wy @ W H V(3)11	24.0	point1691	1691	5,265,819.0	4,298,905.0	553.50				Average	
		point846	846	5,265,824.0	4,298,870.0	553.00					
Rd114 ; SB Cen P'wy fr W H Via(3)11	24.0	point847	847	5,265,824.0	4,298,870.0	553.00				Average	
		point848	848	5,265,826.0	4,298,856.0	552.50				Average	
		point849	849	5,265,854.0	4,298,738.0	549.50				Average	
		point851	851	5,265,926.0	4,298,562.0	545.50				Average	
		point1640	1640	5,266,136.0	4,298,223.0	538.00				Average	
		point1641	1641	5,266,313.0	4,298,054.0	534.70				Average	
		point1643	1643	5,266,524.0	4,297,947.0	539.10					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd115 ; WB W H Via to 75 On(2)11	24.0	point1692	1692	5,265,819.0	4,298,905.0	553.50				Average	
		point855	855	5,265,567.0	4,298,938.0	554.00				Average	Y
		point856	856	5,265,348.0	4,298,967.0	556.00					
Rd116 ; WB W H Via Fr NB On(2011)	24.0	point857	857	5,265,348.0	4,298,967.0	556.00				Average	Y
		point858	858	5,265,144.0	4,298,994.0	558.00				Average	Y
		point859	859	5,264,604.0	4,299,066.0	561.00				Average	Y
		point860	860	5,264,501.5	4,299,077.0	561.00				Average	Y
		point861	861	5,264,460.0	4,299,081.0	561.00					
RD117 ; EB W H Via to SB Off(2)11	24.0	point862	862	5,264,458.0	4,299,057.0	561.00				Average	Y
		point863	863	5,264,500.0	4,299,053.0	561.00				Average	Y
		point864	864	5,264,601.0	4,299,042.0	561.00				Average	Y
		point865	865	5,265,141.0	4,298,970.0	558.00				Average	Y
		point866	866	5,265,423.0	4,298,933.0	555.00					
RD118 ; EB W H Via Fr SB Off(2)11	12.0	point867	867	5,265,423.0	4,298,933.0	555.00				Average	Y
		point868	868	5,265,564.5	4,298,911.0	554.00				Average	Y
		point869	869	5,265,824.0	4,298,870.0	553.00					
RD119 ; NB Freeman Mehring-SB On(2)11	24.0	point871	871	5,266,077.0	4,289,448.0	485.50				Average	
		point873	873	5,266,018.5	4,289,522.0	486.00				Average	
		point875	875	5,265,991.0	4,289,607.0	489.00				Average	
		point877	877	5,266,006.0	4,289,938.0	507.00					
Rd120 ; NB Freem SB On-NB On(2)11	12.0	point878	878	5,266,006.0	4,289,938.0	507.00				Average	
		point879	879	5,266,007.0	4,290,070.0	514.50					
Rd121 ; NB Freem On -8th(2)11	24.0	point880	880	5,266,007.0	4,290,070.0	514.50				Average	
		point881	881	5,266,009.0	4,290,144.0	519.00				Average	Y
		point882	882	5,266,009.0	4,290,297.0	529.00				Average	Y
		point883	883	5,266,009.0	4,290,451.0	530.00				Average	Y
		point884	884	5,266,009.0	4,290,672.0	530.00				Average	
		point887	887	5,266,059.5	4,291,397.0	505.50					
Rd123 ; NB Freeman 8th-Gest(4)11	48.0	point890	890	5,266,065.0	4,291,454.0	505.00				Average	
		point893	893	5,266,114.0	4,291,809.0	501.50				Average	
		point895	895	5,266,185.0	4,291,996.0	502.00				Average	
		point897	897	5,266,307.0	4,292,178.0	506.00				Average	
		point898	898	5,266,354.0	4,292,251.0	508.00				Average	
		point899	899	5,266,365.0	4,292,260.0	508.50					
Rd124 ; NB Freeman @ Gest(4)11	48.0	point900	900	5,266,365.0	4,292,260.0	508.50				Average	
		point901	901	5,266,390.0	4,292,282.0	508.50					
Rd125 ; Ramp NB Free-Winchell(2)11	24.0	point902	902	5,266,390.0	4,292,282.0	508.50				Average	
		point903	903	5,266,505.0	4,292,395.0	512.00				Average	
		point904	904	5,266,525.0	4,292,417.0	512.50				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point905	905	5,266,563.0	4,292,469.0	513.00				Average	Y
		point906	906	5,266,600.0	4,292,538.0	512.00				Average	Y
		point907	907	5,266,626.0	4,292,604.0	510.00				Average	Y
		point908	908	5,266,636.5	4,292,647.0	508.00					
Rd126; Ramp Freem-Winchell(2)1	24.0	point909	909	5,266,636.5	4,292,647.0	508.00				Average	Y
		point910	910	5,266,654.0	4,292,721.0	505.50				Average	
		point912	912	5,266,659.0	4,292,871.0	499.00				Average	
		point913	913	5,266,647.0	4,292,944.0	496.50				Average	
		point914	914	5,266,625.0	4,293,053.0	495.00				Average	
		point915	915	5,266,616.0	4,293,132.0	495.00					
Rd127 ; SB Freeman @ Gest(4)11	48.0	point916	916	5,266,347.0	4,292,334.0	508.00				Average	
		point917	917	5,266,323.0	4,292,294.0	507.50					
Rd128 ; SB Freem Gest-8th(4)11	48.0	point918	918	5,266,322.0	4,292,295.0	507.50				Average	
		point919	919	5,266,225.0	4,292,181.0	505.50				Average	
		point921	921	5,266,103.0	4,291,969.0	501.00				Average	
		point922	922	5,266,063.0	4,291,862.0	501.00				Average	
		point926	926	5,266,018.5	4,291,460.0	504.50					
Rd131 ; SB Freem to Off to WB 6th(2)11	24.0	point931	931	5,266,011.5	4,291,396.5	509.50				Average	
		point933	933	5,265,981.0	4,290,690.5	529.00					
Rd132 ; SB Freem 6th Off-6th On(2)11	24.0	point934	934	5,265,981.0	4,290,690.5	529.00				Average	Y
		point935	935	5,265,981.0	4,290,451.0	530.00				Average	Y
		point936	936	5,265,982.0	4,290,299.0	529.00				Average	Y
		point937	937	5,265,982.0	4,290,146.0	518.00				Average	Y
		point938	938	5,265,975.0	4,289,935.5	507.00					
Rd133 ; SB Freem Off-Off(2)11	24.0	point939	939	5,265,979.5	4,290,087.0	515.50				Average	
		point940	940	5,265,975.0	4,289,935.5	507.00					
Rd134 ; SB Free to Mehring(2)11	24.0	point941	941	5,265,975.0	4,289,935.5	507.00				Average	
		point942	942	5,265,963.0	4,289,625.0	489.50				Average	
		point943	943	5,265,963.5	4,289,567.0	487.50				Average	
		point944	944	5,265,984.5	4,289,504.0	486.00				Average	
		point946	946	5,266,064.0	4,289,392.0	485.50					
Rd135 ; EB 6th Off to Freeman(1)11	12.0	point947	947	5,265,199.0	4,290,280.0	510.00				Average	Y
		point948	948	5,265,433.0	4,290,262.0	506.70				Average	Y
		point949	949	5,265,713.0	4,290,239.0	497.00				Average	
		point951	951	5,265,890.0	4,290,219.0	497.00					
Rd136 ; EB 6th Off To free(2)11	24.0	point952	952	5,265,890.5	4,290,219.0	497.00				Average	
		point953	953	5,266,004.0	4,290,214.0	501.00					
Rd137 ; EB 6th On fr Free(1)11	12.0	point954	954	5,266,004.0	4,290,214.0	501.00				Average	
		point956	956	5,266,422.0	4,290,242.0	528.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd138 ; SB Free Off to 6th(1)11	12.0	point957	957	5,265,979.5	4,290,087.0	515.50				Average	
		point959	959	5,265,920.0	4,289,991.0	508.00				Average	
		point961	961	5,265,805.0	4,289,934.0	500.00					
Rd139 ; NB Free Off to EB 6th(1)11	12.0	point962	962	5,265,975.0	4,289,935.5	507.00				Average	
		point963	963	5,265,805.0	4,289,934.0	500.00					
Rd140 ; EB 6th On Fr Free(1)11	12.0	point964	964	5,265,805.0	4,289,934.0	500.00				Average	
		point965	965	5,265,732.0	4,289,945.0	497.00				Average	
		point967	967	5,265,641.0	4,290,035.0	494.50				Average	
		point969	969	5,265,661.0	4,290,157.0	495.00				Average	
		point971	971	5,265,767.0	4,290,211.0	494.50				Average	
		point973	973	5,265,890.0	4,290,219.0	497.00					
Rd141 ; EB Off 6th-Free(1)11	12.0	point974	974	5,266,004.0	4,290,214.0	501.00				Average	
		point976	976	5,266,166.5	4,290,192.0	510.00				Average	
		point978	978	5,266,258.0	4,290,118.0	512.00				Average	
		point980	980	5,266,252.0	4,290,019.0	509.50				Average	
		point982	982	5,266,164.5	4,289,965.0	506.00					
Rd142 ; NB Free On fr EB 6th(1)11	12.0	point983	983	5,266,164.5	4,289,965.0	506.00				Average	
		point985	985	5,266,062.0	4,289,998.0	509.00				Average	
		point986	986	5,266,007.0	4,290,070.0	514.50					
Rd143 ; ON to Free fr EB 6th(1)11	12.0	point987	987	5,266,164.5	4,289,965.0	506.00				Average	
		point990	990	5,266,006.0	4,289,938.0	507.00					
Rd144 ; SB Off Free-WB 6th(1)11	12.0	point991	991	5,265,981.0	4,290,690.5	529.00				Average	Y
		point992	992	5,265,957.0	4,290,576.0	530.00				Average	Y
		point993	993	5,265,926.0	4,290,495.0	526.00				Average	Y
		point995	995	5,265,831.0	4,290,423.0	515.50				Average	Y
		point997	997	5,265,703.5	4,290,404.0	505.50				Average	
		point999	999	5,265,415.0	4,290,386.0	508.00				Average	Y
		point1000	1000	5,265,196.0	4,290,376.0	510.00					
Rd145 ; EB 8th Dalton-Freeman(4)11	48.0	point1001	1001	5,265,105.0	4,291,518.5	498.00				Average	
		point1003	1003	5,266,014.0	4,291,403.0	505.00					
Rd147 ; EB 8th Freeman-Linn(4)11	48.0	point1006	1006	5,266,059.5	4,291,397.0	505.50				Average	
		point1011	1011	5,267,033.5	4,291,278.0	516.50					
Rd149 ; EB 8th Linn-Ramps(3)11	36.0	point1014	1014	5,267,081.5	4,291,276.0	517.50				Average	
		point1015	1015	5,267,409.0	4,291,246.0	526.50					
Rd150 ; EB 8th Off to Gest(1)11	12.0	point1016	1016	5,267,409.0	4,291,246.0	526.50				Average	
		point1017	1017	5,267,453.0	4,291,229.0	528.00				Average	
		point1019	1019	5,267,608.0	4,291,199.0	532.00				Average	
		point1021	1021	5,267,784.0	4,291,107.0	527.50				Average	
		point1023	1023	5,267,875.0	4,290,983.0	529.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1024	1024	5,267,891.0	4,290,931.0	532.00				Average	
		point1025	1025	5,267,911.0	4,290,879.0	533.50					
Rd151 ; EB 8th Off to 7th(2)11	24.0	point1026	1026	5,267,409.0	4,291,246.0	526.50				Average	
		point1030	1030	5,267,723.0	4,291,210.0	538.00				Average	Y
		point1031	1031	5,267,813.5	4,291,188.0	541.00				Average	Y
		point1032	1032	5,267,877.5	4,291,167.0	542.00				Average	Y
		point1033	1033	5,267,959.0	4,291,133.0	542.00				Average	Y
		point1034	1034	5,268,222.0	4,291,005.0	538.00				Average	
		point1035	1035	5,268,315.0	4,290,965.0	539.50				Average	
		point1036	1036	5,268,413.0	4,290,941.0	542.00					
Rd152 ; 8th Viad 9th-wb 8th(2)11	24.0	point1037	1037	5,268,359.0	4,291,388.5	541.00				Average	Y
		point1038	1038	5,268,149.0	4,291,348.0	541.00				Average	Y
		point1039	1039	5,267,974.0	4,291,314.0	538.50				Average	Y
		point1042	1042	5,267,660.0	4,291,287.0	534.00				Average	Y
		point1043	1043	5,267,526.0	4,291,287.0	531.00					
Rd153 ; WB 8th Via-Linn(3)11	36.0	point1044	1044	5,267,526.0	4,291,287.0	531.00				Average	
		point1045	1045	5,267,099.0	4,291,317.0	517.00					
Rd155 ; WB 8th Linn-Freeman(4)11	48.0	point1048	1048	5,267,056.0	4,291,330.0	516.00				Average	
		point1054	1054	5,266,105.0	4,291,449.0	505.50				Average	
		point1055	1055	5,266,065.0	4,291,454.0	505.00					
Rd157 ; WB 8th Freeman-Dalton(4)11	48.0	point1058	1058	5,266,018.5	4,291,460.0	504.50				Average	
		point1063	1063	5,265,114.0	4,291,583.0	498.00					
Rd158 ; EB Gest Dalton-Western(2)11	24.0	point1064	1064	5,265,094.0	4,292,547.0	491.50				Average	
		point1066	1066	5,265,856.5	4,292,484.0	494.50				Average	
		point1068	1068	5,266,102.0	4,292,425.0	499.00				Average	
		point1069	1069	5,266,189.5	4,292,385.0	502.50					
Rd159 ; EB Gest Western-Freeman(2)11	24.0	point1070	1070	5,266,189.5	4,292,385.0	502.50				Average	
		point1071	1071	5,266,322.0	4,292,295.0	507.50					
Rd160 ; EB gest @ Freeman(2)11	24.0	point1072	1072	5,266,323.0	4,292,294.0	507.50				Average	
		point1073	1073	5,266,365.0	4,292,260.0	508.50					
Rd161 ; EB Gest Freeman-Up_Dn(2)11	24.0	point1074	1074	5,266,365.0	4,292,260.0	508.50				Average	
		point1075	1075	5,266,572.0	4,292,097.0	510.00				Average	
		point1076	1076	5,266,705.0	4,291,987.0	509.00					
Rd162 ; EB Gest Split-On fr 8th(2)11	24.0	point1077	1077	5,266,705.0	4,291,987.0	509.00				Average	
		point1078	1078	5,266,823.5	4,291,892.0	508.50				Average	
		point1080	1080	5,267,211.0	4,291,630.0	505.00				Average	
		point1081	1081	5,267,582.0	4,291,398.0	512.00				Average	
		point1083	1083	5,267,760.0	4,291,260.0	513.00				Average	
		point1084	1084	5,267,797.5	4,291,214.0	515.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1085	1085	5,267,841.0	4,291,147.0	519.50				Average	
		point1086	1086	5,267,874.0	4,291,074.0	524.50				Average	
		point1087	1087	5,267,895.0	4,291,013.0	528.50				Average	
		point1088	1088	5,267,905.0	4,290,956.0	531.50				Average	
		point1089	1089	5,267,911.0	4,290,879.0	533.50					
Rd163 ; SB Gest 8th On-Und 6th(3)11	36.0	point1090	1090	5,267,911.5	4,290,880.0	533.50				Average	
		point1091	1091	5,267,955.0	4,290,596.0	530.00					
Rd164 ; SB Gest 6th-Linn (2)11	24.0	point1092	1092	5,267,955.0	4,290,596.0	530.00				Average	
		point1093	1093	5,267,973.0	4,290,521.0	528.00				Average	
		point1094	1094	5,268,032.5	4,290,125.0	521.00				Average	
		point1095	1095	5,268,044.0	4,290,020.0	519.50				Average	
		point1096	1096	5,268,048.5	4,289,917.0	518.00				Average	
		point1097	1097	5,268,052.0	4,289,812.0	514.00				Average	
		point1098	1098	5,268,029.0	4,289,534.0	502.50				Average	
		point1099	1099	5,267,997.0	4,289,271.0	495.50					
Rd166 ; SB Gest Linn-Pete Rose(1)11	12.0	point1102	1102	5,267,989.5	4,289,214.0	494.00				Average	
		point1103	1103	5,267,970.0	4,289,008.0	491.00				Average	
		point1106	1106	5,267,937.0	4,288,599.0	486.50				Average	
		point1107	1107	5,267,918.5	4,288,376.0	485.50				Average	
		point1109	1109	5,267,927.5	4,288,286.0	485.50					
Rd168 ; WB Pete Rose Gest-Mehring(2)11	24.0	point1112	1112	5,267,927.5	4,288,286.0	485.50				Average	
		point1114	1114	5,267,870.5	4,288,263.5	485.00					
Rd169 ; NB Gest Pete Rose-Linn(1)11	12.0	point1115	1115	5,267,942.0	4,288,291.0	485.50				Average	
		point1118	1118	5,267,934.0	4,288,386.0	485.50				Average	
		point1119	1119	5,267,952.0	4,288,602.0	486.50				Average	
		point1122	1122	5,267,984.0	4,288,990.0	491.00				Average	
		point1123	1123	5,267,991.0	4,289,082.0	491.50				Average	
		point1124	1124	5,268,005.0	4,289,186.0	493.50					
Rd172 ; NB Gest linn-2Lane(1)11	12.0	point1129	1129	5,268,021.0	4,289,237.0	495.00				Average	
		point1130	1130	5,268,021.0	4,289,304.0	496.50				Average	
		point1131	1131	5,268,043.0	4,289,474.0	501.00				Average	
		point1132	1132	5,268,053.0	4,289,509.0	502.00					
Rd173 ; NB Gest On fr Linn(1)11	12.0	point1133	1133	5,268,087.0	4,289,150.0	493.50				Average	
		point1134	1134	5,268,047.0	4,289,237.5	495.00				Average	
		point1136	1136	5,268,041.5	4,289,298.0	496.00				Average	
		point1137	1137	5,268,057.0	4,289,470.0	500.50				Average	
		point1138	1138	5,268,053.0	4,289,509.0	502.00					
Rd174 ; NB Gest Linn On-6th Ex(2)11	24.0	point1139	1139	5,268,053.0	4,289,509.0	502.00				Average	
		point1140	1140	5,268,075.0	4,289,778.0	512.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1141	1141	5,268,076.0	4,289,890.0	517.00				Average	
		point1142	1142	5,268,072.0	4,290,002.0	519.00				Average	
		point1143	1143	5,268,063.0	4,290,098.0	520.50				Average	
		point1144	1144	5,268,000.0	4,290,514.0	527.50					
Rd175 ; NB Gest 6th Exp-Off to 7th(2)11	24.0	point1145	1145	5,268,000.0	4,290,514.0	527.50				Average	
		point1146	1146	5,267,958.0	4,290,786.0	534.00					
Rd176 ; NB Gest 7th Off-Up/Dn (2)11	24.0	point1147	1147	5,267,958.0	4,290,786.0	534.00				Average	
		point1148	1148	5,267,916.5	4,291,050.0	527.50				Average	
		point1149	1149	5,267,893.0	4,291,133.0	523.00				Average	
		point1150	1150	5,267,838.5	4,291,242.0	516.50				Average	
		point1151	1151	5,267,785.0	4,291,309.0	513.50				Average	
		point1152	1152	5,267,724.0	4,291,357.0	512.50					
Rd177 ; NB Gest Up to Linn(2)11	24.0	point1153	1153	5,267,724.0	4,291,357.0	512.50				Average	
		point1154	1154	5,267,657.0	4,291,387.0	512.50				Average	
		point1155	1155	5,267,572.0	4,291,439.0	512.30				Average	Y
		point1157	1157	5,267,234.5	4,291,655.0	524.00					
Rd178 ; SB Gest Up to Linn(2)11	24.0	point1158	1158	5,266,705.0	4,291,987.0	509.00				Average	
		point1159	1159	5,266,766.0	4,291,967.0	509.00				Average	
		point1160	1160	5,266,849.0	4,291,908.0	509.00				Average	Y
		point1162	1162	5,267,130.0	4,291,716.0	522.40				Average	Y
		point1163	1163	5,267,203.0	4,291,675.0	524.00					
Rd179 ; NB Gest Under Linn to Freem(2)11	24.0	point1164	1164	5,267,724.0	4,291,357.0	512.50				Average	
		point1165	1165	5,267,660.0	4,291,417.0	512.00				Average	
		point1166	1166	5,267,283.0	4,291,653.0	505.00				Average	
		point1167	1167	5,267,135.0	4,291,746.0	505.00				Average	
		point1168	1168	5,266,942.0	4,291,876.0	508.00				Average	
		point1169	1169	5,266,563.5	4,292,146.0	510.00				Average	
		point1170	1170	5,266,390.0	4,292,282.0	508.50					
Rd 180 NB Gest @ Freeman(2)11	24.0	point1171	1171	5,266,390.0	4,292,282.0	508.50				Average	
		point1172	1172	5,266,347.0	4,292,334.0	508.00					
Rd181 ; NB Gest Free-Western(3)11	36.0	point1173	1173	5,266,347.0	4,292,334.0	508.00				Average	
		point1174	1174	5,266,193.0	4,292,431.0	502.50					
Rd182 ; NB Gest Western-Dalton(2)11	24.0	point1175	1175	5,266,193.0	4,292,431.0	502.50				Average	
		point1176	1176	5,266,112.0	4,292,467.0	498.50				Average	
		point1178	1178	5,265,760.0	4,292,520.0	493.50				Average	
		point1180	1180	5,265,098.0	4,292,578.0	491.00					
Rd183 ; SB Spr Gr Alfred-(3)11	36.0	point1181	1181	5,264,961.0	4,300,582.0	496.50				Average	
		point1182	1182	5,265,016.0	4,300,309.0	498.00				Average	
		point1183	1183	5,265,085.0	4,299,964.0	496.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1184	1184	5,265,126.5	4,299,734.0	497.50				Average	
		point1185	1185	5,265,129.0	4,299,702.0	497.50				Average	
		point1187	1187	5,265,110.5	4,299,425.0	497.00					
Rd184 ; SB Spr Gr Ioe Western(3)11	36.0	point1188	1188	5,265,083.0	4,298,981.0	499.50				Average	
		point1189	1189	5,265,073.0	4,298,809.0	500.00				Average	
		point1190	1190	5,265,068.0	4,298,674.0	500.00				Average	
		point1191	1191	5,265,071.0	4,298,455.0	498.00					
Rd185 ; SB Spr Gr Harrison-Bank(3)11	36.0	point1192	1192	5,265,071.0	4,298,455.0	498.00				Average	
		point1194	1194	5,265,001.0	4,297,360.0	493.50				Average	
		point1195	1195	5,264,999.0	4,297,315.0	493.00					
Rd186 ; SB Spr Gr @ bank(3)11	36.0	point1196	1196	5,264,999.0	4,297,315.0	493.00				Average	
		point1197	1197	5,264,998.0	4,297,275.0	493.00					
Rd187 ; SB Dalton bank-findlay(2)11	24.0	point1198	1198	5,264,998.0	4,297,275.0	493.00				Average	
		point1199	1199	5,264,996.5	4,297,209.0	492.50				Average	
		point1200	1200	5,265,012.0	4,297,159.0	492.50				Average	
		point1201	1201	5,265,228.0	4,296,801.0	494.00				Average	
		point1203	1203	5,265,271.0	4,296,691.0	493.50				Average	
		point1205	1205	5,265,285.0	4,296,554.0	492.50				Average	
		point1206	1206	5,265,261.0	4,296,217.0	490.00				Average	
		point1207	1207	5,265,246.0	4,296,006.0	492.00					
Rd189 ; SB Dalton Finlay-liberty(2)11	24.0	point1210	1210	5,265,244.0	4,295,982.0	492.50				Average	
		point1211	1211	5,265,190.5	4,295,236.0	492.50					
Rd190 ; SB Dalton @ liberty(2)11	24.0	point1212	1212	5,265,190.5	4,295,236.0	492.50				Average	
		point1213	1213	5,265,189.0	4,295,214.0	492.50					
Rd191 ; SB Dalton findlay-kenner(2)11	24.0	point1214	1214	5,265,189.0	4,295,214.0	492.50				Average	
		point1215	1215	5,265,133.5	4,294,468.0	493.00				Average	
		point1217	1217	5,265,098.0	4,293,970.0	494.50					
Rd192 ; NB Dalton kenner-court(1)11	12.0	point1218	1218	5,265,116.0	4,293,969.0	494.50				Average	
		point1219	1219	5,265,138.0	4,294,292.0	494.00					
Rd193 ; NB Dalton Court-Liberty(2)11	24.0	point1220	1220	5,265,138.0	4,294,292.0	494.00				Average	
		point1221	1221	5,265,158.0	4,294,444.0	493.00				Average	
		point1223	1223	5,265,224.5	4,295,212.0	492.50					
Rd194 ; NB Dalton @ liberty(2)11	24.0	point1224	1224	5,265,224.5	4,295,212.0	492.50				Average	
		point1225	1225	5,265,227.0	4,295,233.0	492.50					
Rd195 ; NB Dalton liberty-findlay(2)11	24.0	point1226	1226	5,265,227.0	4,295,233.0	492.50				Average	
		point1227	1227	5,265,268.0	4,295,807.0	493.00				Average	
		point1228	1228	5,265,279.5	4,295,977.0	492.50					
Rd197 ; NB Dalton findlay-bank(2)11	24.0	point1231	1231	5,265,281.5	4,296,004.0	492.50				Average	
		point1232	1232	5,265,297.5	4,296,217.0	490.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1233	1233	5,265,322.0	4,296,558.0	492.50				Average	
		point1235	1235	5,265,304.0	4,296,705.0	493.50				Average	
		point1237	1237	5,265,260.0	4,296,816.0	494.00				Average	
		point1238	1238	5,265,069.0	4,297,135.0	493.00				Average	
		point1239	1239	5,265,048.0	4,297,174.0	492.50				Average	
		point1240	1240	5,265,033.0	4,297,237.0	493.00				Average	
		point1241	1241	5,265,033.0	4,297,272.0	493.00					
Rd198 ; NB Dalton @ bank(2)11	24.0	point1242	1242	5,265,033.0	4,297,272.0	493.00				Average	
		point1243	1243	5,265,034.0	4,297,311.0	493.50					
Rd199 ; NB Spr Gr bank-Harrison(3)11	36.0	point1244	1244	5,265,034.0	4,297,311.0	493.50				Average	
		point1245	1245	5,265,034.0	4,297,346.0	493.50				Average	
		point1249	1249	5,265,110.0	4,298,446.0	498.00					
Rd200 ; NB Spr Gr Harrison-Lower W(2)11	24.0	point1250	1250	5,265,110.0	4,298,446.0	498.00				Average	
		point1251	1251	5,265,115.0	4,298,624.0	500.00				Average	
		point1252	1252	5,265,115.0	4,298,805.0	499.50				Average	
		point1253	1253	5,265,123.0	4,298,975.0	499.50					
Rd201 ; NB Spr Gr fr Western(2)11	24.0	point1254	1254	5,265,123.0	4,298,975.0	499.50				Average	
		point1255	1255	5,265,123.0	4,299,019.0	499.50				Average	
		point1256	1256	5,265,146.0	4,299,454.0	496.50				Average	
		point1257	1257	5,265,158.0	4,299,684.0	498.00				Average	
		point1258	1258	5,265,154.0	4,299,754.0	498.00				Average	
		point1259	1259	5,265,119.5	4,299,939.0	497.00				Average	
		point1260	1260	5,265,037.5	4,300,339.0	498.00				Average	
		point1261	1261	5,264,996.0	4,300,561.5	498.00					
Rd202 ; SB Spr Gr 2lane-western(3)11	36.0	point1262	1262	5,265,110.5	4,299,425.0	497.00				Average	
		point1263	1263	5,265,084.0	4,298,999.0	499.50					
Rd203 ; WB Low Western fr Spr Gr(2)11	24.0	point1264	1264	5,265,084.0	4,298,999.0	499.50				Average	
		point1265	1265	5,264,645.0	4,299,058.0	516.00					
Rd204 ; WB low Western fr SB On(2)11	24.0	point1266	1266	5,264,645.0	4,299,058.0	516.00				Average	
		point1267	1267	5,264,608.0	4,299,064.0	516.00				Average	
		point1268	1268	5,264,503.0	4,299,075.0	516.00				Average	
		point1269	1269	5,264,456.0	4,299,079.0	516.00					
Rd205 ; EB Low Western to SB Off(2)11	24.0	point1270	1270	5,264,455.0	4,299,060.0	516.00				Average	
		point1271	1271	5,264,508.0	4,299,055.0	516.00				Average	
		point1272	1272	5,264,590.0	4,299,046.0	516.00				Average	
		point1273	1273	5,264,627.0	4,299,041.0	516.00					
Rd206 ; EB Low Western to Spr Gr(2)11	24.0	point1274	1274	5,264,627.0	4,299,041.0	516.00				Average	
		point1275	1275	5,265,083.0	4,298,981.0	499.50					
Rd207 ; NB Off fr W 9th St(1)11	12.0	point1276	1276	5,268,737.5	4,291,472.0	540.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1277	1277	5,268,517.0	4,291,487.0	537.00				Average	
		point1278	1278	5,268,306.0	4,291,506.0	528.50				Average	
		point1280	1280	5,267,974.0	4,291,580.0	513.50				Average	
		point1282	1282	5,267,754.0	4,291,670.0	509.00				Average	
		point1283	1283	5,267,696.0	4,291,691.0	508.50					
Rd208 ; NB off Svc Rd-Winchell(1)11	12.0	point1284	1284	5,268,324.0	4,291,322.0	520.50				Average	
		point1285	1285	5,268,239.0	4,291,386.0	518.50				Average	
		point1286	1286	5,268,082.0	4,291,485.0	516.00				Average	
		point1287	1287	5,267,965.0	4,291,549.0	514.00				Average	
		point1288	1288	5,267,740.0	4,291,661.0	509.50				Average	
		point1289	1289	5,267,696.0	4,291,691.0	508.50					
Rd209 ; NB Ramp under linn to win(1)11	12.0	point1290	1290	5,267,697.0	4,291,691.0	508.50				Average	
		point1291	1291	5,267,573.0	4,291,756.0	507.00				Average	
		point1292	1292	5,267,195.5	4,291,988.0	497.50					
Rd210 ; NB ramp to Winchell(1)11	12.0	point1293	1293	5,267,195.5	4,291,988.0	497.50				Average	
		point1294	1294	5,267,053.0	4,292,110.0	492.00				Average	
		point1295	1295	5,266,958.5	4,292,213.0	489.00				Average	
		point1296	1296	5,266,887.5	4,292,308.0	491.00				Average	
		point1298	1298	5,266,781.0	4,292,509.0	500.50				Average	
		point1300	1300	5,266,722.0	4,292,690.0	503.00				Average	
		point1301	1301	5,266,641.0	4,293,063.0	494.50				Average	
		point1302	1302	5,266,616.0	4,293,132.0	495.00					
Rd211 ; NB Winchell to EB Ezzard(3)11	36.0	point1303	1303	5,266,616.0	4,293,132.0	495.00				Average	
		point1304	1304	5,266,604.0	4,293,266.0	498.50				Average	
		point1305	1305	5,266,608.0	4,293,452.0	501.50				Average	
		point1306	1306	5,266,611.0	4,293,488.0	501.50					
Rd212 ; NB Winhell EB Ezz-WB Ezz(3)11	36.0	point1307	1307	5,266,611.0	4,293,488.0	501.50				Average	
		point1308	1308	5,266,617.0	4,293,592.0	502.50					
Rd213 ; NB Winch Ezz-Off to 75(3)11	36.0	point1309	1309	5,266,617.0	4,293,592.0	502.50				Average	
		point1310	1310	5,266,631.0	4,293,908.0	504.50					
Rd214 ; NB Winch Off-liberty(3)11	12.0	point1311	1311	5,266,631.0	4,293,908.0	504.50				Average	
		point1312	1312	5,266,664.0	4,294,551.0	499.50				Average	
		point1313	1313	5,266,661.5	4,294,718.0	495.30				Average	
		point1314	1314	5,266,635.0	4,294,886.0	495.50				Average	
		point1315	1315	5,266,610.0	4,294,980.0	496.00				Average	
		point1317	1317	5,266,576.0	4,295,087.0	498.00					
Rd216 ; NB Wich Liberty-findlay(3)11	36.0	point1320	1320	5,266,559.0	4,295,134.0	498.00				Average	
		point1321	1321	5,266,547.5	4,295,164.0	498.00				Average	
		point1322	1322	5,266,452.0	4,295,374.0	500.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1323	1323	5,266,338.0	4,295,578.0	504.00				Average	
		point1324	1324	5,266,115.0	4,295,945.0	504.00				Average	
		point1693	1693	5,266,099.0	4,295,968.0	503.50					
Rd218 ; NB Winch Findlay-Bank(3)11	36.0	point1698	1698	5,266,084.5	4,295,988.0	503.00				Average	
		point1329	1329	5,266,034.0	4,296,064.0	501.70				Average	
		point1330	1330	5,265,776.0	4,296,435.0	507.50				Average	
		point1331	1331	5,265,687.5	4,296,576.0	502.50				Average	
		point1332	1332	5,265,589.0	4,296,754.0	501.00				Average	
		point1333	1333	5,265,559.0	4,296,822.0	500.50				Average	
		point1334	1334	5,265,519.0	4,296,925.0	500.00				Average	
		point1335	1335	5,265,488.0	4,297,017.0	499.00				Average	
		point1336	1336	5,265,466.0	4,297,105.0	497.00				Average	
		point1337	1337	5,265,443.0	4,297,215.0	494.50				Average	
		point1338	1338	5,265,443.5	4,297,248.0	494.50					
Rd219 ; NB Winchell @ Bank(3)11	36.0	point1339	1339	5,265,443.5	4,297,248.0	494.50				Average	
		point1340	1340	5,265,446.0	4,297,279.0	494.50					
Rd220 ; NB Winch Fr Bank(3)11	36.0	point1341	1341	5,265,446.0	4,297,279.0	494.50				Average	
		point1342	1342	5,265,447.0	4,297,312.0	494.50					
Rd221 ; NB Off fr Winchell(1)11	12.0	point1343	1343	5,265,448.0	4,297,312.0	494.50				Average	
		point1344	1344	5,265,429.0	4,297,375.0	494.50				Average	
		point1345	1345	5,265,414.0	4,297,532.0	497.00				Average	
		point1346	1346	5,265,375.0	4,297,997.0	515.50				Average	
		point1348	1348	5,265,375.0	4,298,221.0	519.50				Average	
		point1349	1349	5,265,382.0	4,298,290.0	522.00				Average	Y
		point1350	1350	5,265,395.0	4,298,444.0	522.00				Average	Y
		point1352	1352	5,265,427.0	4,298,688.0	517.00					
Rd222 ; EB Bank to Dalton(3)11	36.0	point1353	1353	5,264,852.0	4,297,285.0	492.50				Average	
		point1354	1354	5,264,998.0	4,297,275.0	493.00					
Rd 223 ; EB Bank @ Dalton (3)11	36.0	point1355	1355	5,264,998.0	4,297,275.0	493.00				Average	
		point1356	1356	5,265,033.0	4,297,272.0	493.00					
Rd224 ; EB Bank Dalt-Winch(3)11	36.0	point1357	1357	5,265,033.0	4,297,272.0	493.00				Average	
		point1358	1358	5,265,409.0	4,297,247.0	494.00				Average	
		point1359	1359	5,265,443.5	4,297,248.0	494.50					
Rd225 ; EB Bank Fr Winchell(2)11	24.0	point1360	1360	5,265,443.5	4,297,248.0	494.50				Average	
		point1361	1361	5,265,490.0	4,297,249.0	495.00				Average	
		point1362	1362	5,266,244.0	4,297,195.0	516.50					
Rd226 ; WB Bank to Winchell(2)11	24.0	point1363	1363	5,266,246.0	4,297,219.0	516.50				Average	
		point1365	1365	5,265,446.0	4,297,279.0	494.50					
Rd227 ; WB Bank Winc-Dalton(2)11	24.0	point1366	1366	5,265,446.0	4,297,279.0	494.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1369	1369	5,265,034.0	4,297,311.0	493.50					
Rd228 ; WB bank @ Dalton(2)11	24.0	point1370	1370	5,265,034.0	4,297,311.0	493.50				Average	
		point1371	1371	5,264,999.0	4,297,315.0	493.00					
Rd229 ; WB bank fr dalton(2)11	24.0	point1372	1372	5,264,999.0	4,297,315.0	493.00				Average	
		point1374	1374	5,264,855.0	4,297,326.0	492.50					
Rd230 ; EB Finlay to Dalton(2)11	24.0	point1375	1375	5,264,743.5	4,296,021.0	491.50				Average	
		point1376	1376	5,265,208.0	4,295,987.0	492.50				Average	
		point1377	1377	5,265,244.0	4,295,982.0	492.50					
Rd232 ; EB Findlay Dalton-Western(2)11	24.0	point1380	1380	5,265,279.5	4,295,977.0	492.50				Average	
		point1381	1381	5,265,327.0	4,295,970.0	492.50				Average	
		point1382	1382	5,265,495.0	4,295,953.0	493.50				Average	
		point1384	1384	5,265,760.0	4,295,944.0	492.50					
Rd233 ; EB Findlay Under 75(2)11	24.0	point1385	1385	5,265,760.0	4,295,944.0	492.50				Average	
		point1699	1699	5,266,099.0	4,295,968.0	503.50					
Rd234 ; EB Findlay fr Winchell(2)11	24.0	point1694	1694	5,266,099.0	4,295,968.0	503.50				Average	
		point1388	1388	5,266,439.0	4,295,990.0	513.50				Average	
		point1683	1683	5,266,563.0	4,296,019.0	515.70				Average	
		point1684	1684	5,266,711.0	4,296,008.0	518.30					
Rd235 ; WB Findlay to Winchell(2)11	24.0	point1389	1389	5,266,713.0	4,296,023.0	518.60				Average	
		point1390	1390	5,266,560.0	4,296,035.0	515.70				Average	
		point1680	1680	5,266,441.0	4,296,011.0	514.00				Average	
		point1697	1697	5,266,085.0	4,295,988.0	503.00					
Rd236 ; WB Findlay Winch-Western(2)11	24.0	point1700	1700	5,266,084.5	4,295,988.0	503.00				Average	
		point1392	1392	5,265,747.0	4,295,966.0	492.50					
Rd237 ; WB Findlay Western-On Ramp(2)11	24.0	point1393	1393	5,265,747.0	4,295,966.0	492.50				Average	
		point1395	1395	5,265,640.0	4,295,970.0	493.00					
Rd238 ; WB Findlay Western-Dalton(2)11	24.0	point1396	1396	5,265,640.0	4,295,970.0	493.00				Average	
		point1397	1397	5,265,325.0	4,296,003.0	492.50				Average	
		point1398	1398	5,265,281.5	4,296,004.0	492.50					
Rd240 ; WB Findlay fr Dalton(2)11	24.0	point1401	1401	5,265,246.0	4,296,006.0	492.00				Average	
		point1402	1402	5,265,129.0	4,296,012.0	492.50				Average	
		point1403	1403	5,264,996.5	4,296,015.0	493.50				Average	
		point1404	1404	5,264,743.5	4,296,033.0	491.50					
Rd241 ; SB Rt fr Western(1)11	12.0	point1405	1405	5,265,660.0	4,296,118.0	493.50				Average	
		point1406	1406	5,265,671.0	4,296,033.0	492.50				Average	
		point1407	1407	5,265,667.0	4,296,008.0	492.50				Average	
		point1408	1408	5,265,640.0	4,295,970.0	493.00					
Rd242 ; SB Western to Findlay(2)11	24.0	point1409	1409	5,265,660.0	4,296,118.0	493.50				Average	
		point1410	1410	5,265,747.0	4,295,966.0	492.50					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd243 ; SB Western @ Findlay(2)11	24.0	point1411	1411	5,265,747.0	4,295,966.0	492.50				Average	
		point1412	1412	5,265,760.0	4,295,944.0	492.50					
Rd244 ; SB Western Findlay-liberty(3)11	36.0	point1413	1413	5,265,760.0	4,295,944.0	492.50				Average	
		point1414	1414	5,266,203.0	4,295,202.0	497.00				Average	
		point1415	1415	5,266,223.0	4,295,161.0	497.50					
Rd245 ; SB Western @ liberty(3)11	36.0	point1416	1416	5,266,223.0	4,295,161.0	497.50				Average	
		point1417	1417	5,266,239.5	4,295,124.0	497.50					
Rd246 ; Western Liberty-On fr 75(3)11	36.0	point1418	1418	5,266,239.5	4,295,124.0	497.50				Average	
		point1419	1419	5,266,257.0	4,295,093.0	497.50				Average	
		point1420	1420	5,266,328.0	4,294,862.0	495.50				Average	
		point1422	1422	5,266,344.5	4,294,731.0	494.00				Average	
		point1423	1423	5,266,286.0	4,293,900.0	506.50					
Rd247 ; Western On ramp-EB Ezz(3)11	36.0	point1424	1424	5,266,286.0	4,293,900.0	506.50				Average	
		point1425	1425	5,266,275.0	4,293,749.0	505.00				Average	
		point1426	1426	5,266,275.0	4,293,648.0	504.50				Average	
		point1427	1427	5,266,273.0	4,293,627.0	504.50					
Rd248 ; Western Wb Ezz-Eb Ezz(3)11	36.0	point1428	1428	5,266,273.0	4,293,627.0	504.50				Average	
		point1429	1429	5,266,260.5	4,293,508.0	503.50					
Rd249 ; Western EB Ezz-Off to 75(3)11	36.0	point1430	1430	5,266,260.5	4,293,508.0	503.50				Average	
		point1431	1431	5,266,249.0	4,293,274.0	496.50					
Rd250 ; Western 75 Off-Gest(3)11	36.0	point1432	1432	5,266,249.0	4,293,274.0	496.50				Average	
		point1433	1433	5,266,239.0	4,293,116.0	493.20				Average	
		point1434	1434	5,266,207.0	4,292,640.0	497.00				Average	
		point1435	1435	5,266,193.0	4,292,431.0	502.50					
Rd251 ; Western @ Gest(3)11	36.0	point1436	1436	5,266,193.0	4,292,431.0	502.50				Average	
		point1437	1437	5,266,189.5	4,292,385.0	502.50					
Rd252 ; EB liberty @ dalton(2)11	24.0	point1438	1438	5,265,189.0	4,295,214.0	492.50				Average	
		point1439	1439	5,265,224.5	4,295,212.0	492.50					
Rd253 ; EB Liberty Dalton-Western(2)11	24.0	point1440	1440	5,265,224.5	4,295,212.0	492.50				Average	
		point1441	1441	5,266,021.0	4,295,155.0	496.00				Average	
		point1442	1442	5,266,189.0	4,295,134.0	496.80				Average	
		point1443	1443	5,266,239.5	4,295,124.0	497.50					
Rd254 ; EB Liberty western-winchell(3)11	36.0	point1444	1444	5,266,239.5	4,295,124.0	497.50				Average	
		point1445	1445	5,266,309.0	4,295,110.0	497.50				Average	
		point1446	1446	5,266,576.0	4,295,087.0	498.00					
Rd255 ; EB liberty fr winchell(2)11	24.0	point1447	1447	5,266,576.0	4,295,087.0	498.00				Average	
		point1448	1448	5,266,906.0	4,295,069.0	500.50					
Rd256 ; WB Liberty to Winchell(2)11	24.0	point1449	1449	5,266,886.0	4,295,106.0	500.50				Average	
		point1451	1451	5,266,559.0	4,295,134.0	498.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd257 ; WB liberty Winch-Western(2)11	24.0	point1452	1452	5,266,559.0	4,295,134.0	498.00				Average	
		point1454	1454	5,266,289.0	4,295,152.0	497.50				Average	
		point1455	1455	5,266,223.0	4,295,161.0	497.50					
Rd258 ; WB liberty western-dalton(2)11	24.0	point1456	1456	5,266,223.0	4,295,161.0	497.50				Average	
		point1457	1457	5,266,172.0	4,295,167.0	496.80				Average	
		point1458	1458	5,265,227.0	4,295,233.0	492.50					
Rd259 ; WB liberty @ Dalton(2)11	24.0	point1459	1459	5,265,227.0	4,295,233.0	492.50				Average	
		point1460	1460	5,265,190.5	4,295,236.0	492.50					
Rd260 ; WB Ezz Ch to Winchell(2)11	24.0	point1461	1461	5,267,110.0	4,293,518.0	507.00				Average	
		point1462	1462	5,266,884.0	4,293,535.0	505.50				Average	
		point1464	1464	5,266,636.0	4,293,590.0	502.00				Average	
		point1465	1465	5,266,617.0	4,293,592.0	502.50					
Rd 261 ; WB Ezz Ch Winch-Western(3)11	36.0	point1466	1466	5,266,617.0	4,293,592.0	502.50				Average	Y
		point1469	1469	5,266,273.0	4,293,627.0	504.50					
Rd262 ; WB Ezz Ch Fr Western(2)11	24.0	point1470	1470	5,266,273.0	4,293,627.0	504.50				Average	
		point1471	1471	5,266,230.0	4,293,631.0	503.50				Average	
		point1473	1473	5,266,027.5	4,293,635.0	498.50				Average	
		point1476	1476	5,265,214.0	4,293,694.0	510.50				Average	
		point1477	1477	5,265,069.5	4,293,788.0	515.00				Average	
		point1478	1478	5,264,916.5	4,293,797.0	523.50					
Rd263 ; EB Ezz Ch to western(2)11	24.0	point1479	1479	5,264,904.0	4,293,544.0	523.50				Average	
		point1480	1480	5,264,926.0	4,293,537.0	522.00				Average	
		point1481	1481	5,265,046.0	4,293,530.0	515.50				Average	
		point1483	1483	5,265,208.0	4,293,603.0	510.50				Average	
		point1487	1487	5,266,115.0	4,293,533.0	500.50				Average	
		point1488	1488	5,266,233.0	4,293,510.0	503.00				Average	
		point1489	1489	5,266,260.5	4,293,508.0	503.50					
Rd264 ; EB Ezz Ch Western-Winchell(2)11	24.0	point1490	1490	5,266,260.5	4,293,508.0	503.50				Average	
		point1491	1491	5,266,357.0	4,293,503.0	503.00				Average	Y
		point1493	1493	5,266,611.0	4,293,488.0	501.50					
Rd265 ; EB Ezz Ch Fr Winchell(2)11	24.0	point1494	1494	5,266,611.0	4,293,488.0	501.50				Average	
		point1495	1495	5,266,634.0	4,293,487.0	501.50				Average	
		point1496	1496	5,266,896.0	4,293,509.0	505.50				Average	
		point1497	1497	5,267,114.0	4,293,495.0	507.00					
Rd268 ; NB Linn Gest W 6th(2)11	24.0	point1506	1506	5,267,997.0	4,289,271.0	495.50				Average	
		point1507	1507	5,267,949.0	4,289,302.0	496.00				Average	
		point1510	1510	5,267,850.0	4,289,326.0	495.50				Average	
		point1511	1511	5,267,471.0	4,289,281.0	491.50				Average	
		point1513	1513	5,267,315.0	4,289,304.0	489.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1514	1514	5,267,227.5	4,289,338.0	488.50				Average	
		point1516	1516	5,267,079.0	4,289,462.0	489.00				Average	
		point1518	1518	5,267,004.0	4,289,599.0	491.50				Average	
		point1519	1519	5,266,874.0	4,289,981.0	499.00				Average	
		point1521	1521	5,266,854.0	4,290,119.0	503.50					
Rd269 ; NB Linn Off to 6th-On fr 6th(2)11	24.0	point1522	1522	5,266,854.0	4,290,119.0	503.50				Average	
		point1523	1523	5,266,852.0	4,290,157.0	504.50				Average	
		point1524	1524	5,266,894.0	4,290,544.0	514.50					
Rd270 ; NB Linn On fr 6th-8th(4)11	48.0	point1525	1525	5,266,894.0	4,290,544.0	514.50				Average	
		point1527	1527	5,266,957.0	4,290,887.0	515.50				Average	
		point1528	1528	5,266,999.0	4,291,036.0	516.50				Average	
		point1529	1529	5,267,081.5	4,291,276.0	517.50					
Rd272 ; NB Linn 8th-Court(3)11	36.0	point1532	1532	5,267,099.0	4,291,317.0	517.00				Average	
		point1533	1533	5,267,201.0	4,291,573.0	522.00				Average	Y
		point1534	1534	5,267,355.0	4,291,971.0	519.50				Average	Y
		point1535	1535	5,267,426.0	4,292,158.0	510.00					
Rd273 ; NB Linn fr Court(2)11	24.0	point1536	1536	5,267,426.0	4,292,158.0	510.00				Average	
		point1538	1538	5,267,464.5	4,292,344.0	509.00				Average	
		point1539	1539	5,267,486.5	4,292,638.0	510.50					
Rd274 ; SB Linn to Court(2)11	24.0	point1540	1540	5,267,456.5	4,292,648.0	510.00				Average	
		point1541	1541	5,267,436.0	4,292,364.0	509.00				Average	
		point1543	1543	5,267,401.0	4,292,159.0	510.00					
Rd275 ; SB Linn Court-8th(2)11	24.0	point1544	1544	5,267,401.0	4,292,159.0	510.00				Average	
		point1545	1545	5,267,329.0	4,291,984.0	519.00				Average	Y
		point1546	1546	5,267,168.0	4,291,594.0	522.00				Average	Y
		point1547	1547	5,267,056.0	4,291,330.0	516.00					
Rd277 ; SB Linn 8th-Dalton(4)11	48.0	point1550	1550	5,267,033.5	4,291,278.0	516.50				Average	
		point1551	1551	5,266,932.0	4,291,042.0	516.50				Average	
		point1553	1553	5,266,875.0	4,290,780.0	515.30				Average	
		point1554	1554	5,266,853.0	4,290,558.0	514.00					
Rd279 ; SB Linn Dalton-6th (3)11	36.0	point1557	1557	5,266,850.0	4,290,527.0	514.00				Average	
		point1558	1558	5,266,818.0	4,290,195.5	505.50				Average	
		point1559	1559	5,266,821.5	4,290,117.0	503.00					
Rd280 ; SB Linn 6th-5th(2)11	24.0	point1560	1560	5,266,821.5	4,290,117.0	503.00				Average	
		point1562	1562	5,266,850.0	4,289,970.0	499.00				Average	
		point1563	1563	5,266,980.0	4,289,585.0	491.50					
Rd281 ; SB Linn 5th-Gest(2)11	24.0	point1564	1564	5,266,980.0	4,289,585.0	491.50				Average	
		point1565	1565	5,267,054.5	4,289,450.5	490.00				Average	
		point1567	1567	5,267,200.0	4,289,323.0	488.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1568	1568	5,267,306.0	4,289,278.0	489.50				Average	
		point1570	1570	5,267,492.0	4,289,256.0	491.50				Average	
		point1571	1571	5,267,816.0	4,289,296.0	495.00				Average	
		point1573	1573	5,267,936.0	4,289,255.0	494.50				Average	
		point1574	1574	5,267,989.5	4,289,214.0	494.00					
Rd283 ; EB 6th On Ramp(2)11	24.0	point1577	1577	5,266,872.5	4,290,118.0	504.00				Average	
		point1580	1580	5,267,391.0	4,290,281.0	526.00					
Rd 284 ; EB 6th On Ramp(1)11	12.0	point1581	1581	5,267,391.0	4,290,281.0	526.00				Average	
		point1584	1584	5,267,752.0	4,290,389.0	540.50				Average	
		point1585	1585	5,267,876.0	4,290,435.0	544.60					
Rd285 ; WB Off to linn Fr 6th(1)11	12.0	point1586	1586	5,267,723.0	4,290,499.0	541.00				Average	
		point1587	1587	5,267,651.0	4,290,503.0	539.00				Average	
		point1589	1589	5,267,256.0	4,290,490.0	524.00					
Rd286 ; WB Off to linn fr 6th(3)11	36.0	point1590	1590	5,267,256.0	4,290,490.0	524.00				Average	
		point1591	1591	5,266,894.0	4,290,544.0	514.50					
Rd287 ; NB 42/127 to 2nd(2)11	24.0	point1592	1592	5,269,698.0	4,288,109.0	537.00				Average	Y
		point1593	1593	5,269,572.5	4,288,398.0	533.00				Average	Y
		point1595	1595	5,269,444.5	4,288,749.0	517.50					
Rd289 ; NB Smith 2nd-3rd(2)11	24.0	point1598	1598	5,269,444.5	4,288,749.0	517.50				Average	Y
		point1599	1599	5,269,379.0	4,289,048.0	504.00				Average	Y
		point1600	1600	5,269,361.0	4,289,129.0	502.50					
Rd290 ; SB Smith 3rd-2nd(1)11	12.0	point1601	1601	5,269,329.0	4,289,122.0	502.50				Average	
		point1602	1602	5,269,346.5	4,289,043.0	504.00				Average	Y
		point1603	1603	5,269,417.0	4,288,740.0	517.50					
Rd291 ; SB 42/127 fr 2nd(1)11	12.0	point1604	1604	5,269,417.0	4,288,740.0	517.50				Average	Y
		point1605	1605	5,269,480.0	4,288,555.5	524.00				Average	Y
		point1606	1606	5,269,574.5	4,288,332.0	533.00				Average	Y
		point1607	1607	5,269,679.0	4,288,095.0	537.00					
Rd;294 NB Off fr Gest to 7th(1)11	12.0	point1608	1608	5,268,413.0	4,290,941.0	542.00				Average	
		point1609	1609	5,268,470.5	4,290,940.0	544.00				Average	Y
		point1610	1610	5,268,547.0	4,290,938.0	546.00					
Rd296;WB Mehring Way to Pete Rose(2)11	24.0	point1611	1611	5,269,044.0	4,288,063.0	488.80				Average	
		point1612	1612	5,268,780.0	4,288,067.0	487.50				Average	
		point1613	1613	5,268,425.0	4,288,069.0	487.30				Average	
		point1614	1614	5,268,241.0	4,288,071.0	487.00				Average	
		point1615	1615	5,268,194.5	4,288,076.5	487.00				Average	
		point1616	1616	5,268,151.0	4,288,091.0	486.50				Average	
		point1617	1617	5,267,897.0	4,288,247.0	485.00				Average	
Rd298; SB Spr @ Low Western(2)11	24.0	point1620	1620	5,265,084.0	4,298,999.0	499.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1621	1621	5,265,083.0	4,298,981.0	499.50					
Rd300; WB 3rd St(2)11	24.0	point1622	1622	5,271,537.0	4,289,575.0	513.50				Average	
		point1623	1623	5,271,448.0	4,289,539.0	513.00				Average	
		point1624	1624	5,271,077.0	4,289,467.0	514.20					
Rd301; 3 rd St to Vine(5)11	60.0	point1625	1625	5,272,211.0	4,289,716.5	512.00				Average	
		point1626	1626	5,271,951.0	4,289,662.0	513.90					
Rdy302; EB Liberty(2)11	24.0	point1627	1627	5,266,906.0	4,295,069.0	500.50				Average	
		point1628	1628	5,267,208.0	4,295,052.0	502.50					
Rd303; WB Liberty(2)11	24.0	point1629	1629	5,267,211.0	4,295,087.0	502.50				Average	
		point1630	1630	5,266,886.0	4,295,106.0	500.50					
RD 294 W 4th Street(3)	24.0	point1674	1674	5,270,526.0	4,289,860.0	541.50				Average	
		point1686	1686	5,270,050.0	4,289,761.0	537.00					
Marshall Avenue EB	20.0	point1701	1701	5,265,298.0	4,301,830.0	494.00				Average	
		point1702	1702	5,265,810.0	4,301,780.0	506.00				Average	
		point1703	1703	5,265,913.0	4,301,767.0	512.00				Average	Y
		point1724	1724	5,266,147.0	4,301,743.0	528.00				Average	
		point1725	1725	5,266,322.0	4,301,731.0	541.00					
Marshall Ave WB	20.0	point1704	1704	5,265,298.0	4,301,850.0	494.00				Average	
		point1705	1705	5,265,810.0	4,301,800.0	506.00				Average	
		point1706	1706	5,265,913.0	4,301,787.0	512.00				Average	Y
		point1726	1726	5,266,147.0	4,301,763.0	528.00				Average	
		point1727	1727	5,266,322.0	4,301,751.0	541.00					
Colerain Avenue	20.0	point1707	1707	5,265,258.0	4,301,836.0	494.00				Average	
		point1708	1708	5,265,331.0	4,301,572.0	496.00				Average	
		point1709	1709	5,265,435.0	4,301,170.0	498.00				Average	
		point1710	1710	5,265,578.0	4,300,523.0	516.00				Average	
		point1711	1711	5,265,277.0	4,300,544.0	498.00				Average	
		point1719	1719	5,265,000.0	4,300,561.0	498.00					
Heywood Street	20.0	point1712	1712	5,265,331.0	4,301,572.0	496.00				Average	
		point1713	1713	5,265,855.0	4,301,530.0	507.00				Average	
		point1714	1714	5,265,810.0	4,301,780.0	506.00					
Straight Street West	20.0	point1715	1715	5,265,765.5	4,301,152.0	498.00				Average	
		point1716	1716	5,265,435.0	4,301,170.0	498.00				Average	
		point1717	1717	5,265,161.0	4,301,192.0	497.00				Average	
		point1721	1721	5,264,855.0	4,301,212.0	495.00					
Straight Street-2	20.0	point1720	1720	5,265,161.0	4,301,192.0	497.00				Average	
		point1718	1718	5,265,277.0	4,300,544.0	498.00				Average	
		point1722	1722	5,265,365.0	4,300,030.0	510.00				Average	
		point1723	1723	5,265,109.0	4,300,040.0	497.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Straight Street East	20.0	point1728	1728	5,266,336.0	4,301,088.0	564.00				Average	
		point1729	1729	5,266,602.0	4,301,074.0	588.00				Average	
		point1730	1730	5,267,045.0	4,301,046.0	639.00					
Hastead Street	20.0	point1731	1731	5,266,336.0	4,301,088.0	564.00				Average	
		point1732	1732	5,266,129.0	4,300,270.0	593.00				Average	
		point1733	1733	5,266,017.0	4,299,700.0	565.00				Average	
		point1738	1738	5,266,037.0	4,299,656.0	565.00				Average	
		point1739	1739	5,265,973.0	4,299,383.0	563.00					
Addison Street	20.0	point1734	1734	5,266,129.0	4,300,270.0	593.00				Average	
		point1735	1735	5,265,985.0	4,300,278.0	582.00				Average	
		point1736	1736	5,265,915.0	4,299,982.0	565.00				Average	
		point1737	1737	5,265,844.5	4,299,985.0	555.00					
Tafel Street	12.0	point1740	1740	5,266,633.0	4,301,341.5	574.00				Average	
		point1741	1741	5,267,076.0	4,301,312.0	599.00					
MCMicken Ave	44.0	point1742	1742	5,266,662.0	4,301,705.0	564.00				Average	
		point1743	1743	5,266,633.0	4,301,341.5	574.00				Average	
		point1744	1744	5,266,602.0	4,301,074.0	588.00				Average	
		point1745	1745	5,266,293.0	4,299,763.0	615.00					

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Lawhon & Assoc												
CMCox												
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:												
RUN:												
Roadway	Points											
Name	Name	No.	Segment	Autos		MTrucks		HTrucks		Buses		Motorcycles
				V	S	V	S	V	S	V	S	
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr
Rd1; NB 75 On Br (4 lane)11	point2	2	4977	55	43	55	346	55	0	0	0	0
	point3	3	4977	55	43	55	346	55	0	0	0	0
	point4	4										
Rd2; NB 75 fr Bridge (3 Lane)11	point5	5	3284	55	29	55	228	55	0	0	0	0
	point6	6	3284	55	29	55	228	55	0	0	0	0
	point7	7	3284	55	29	55	228	55	0	0	0	0
	point8	8										
Rd3; NB 75 (2lane)11	point9	9	3018	55	26	55	210	55	0	0	0	0
	point10	10										
Rd4 ; NB 75 Fr Off to 6th St(2 lane)11	point11	11	3435	55	31	55	75	55	0	0	0	0
	point12	12	3435	55	31	55	75	55	0	0	0	0
	point14	14	3435	55	31	55	75	55	0	0	0	0
	point15	15	3435	55	31	55	75	55	0	0	0	0
	point16	16	3435	55	31	55	75	55	0	0	0	0
	point17	17	3435	55	31	55	75	55	0	0	0	0
	point18	18	3435	55	31	55	75	55	0	0	0	0
	point19	19	3435	55	31	55	75	55	0	0	0	0
	point20	20	3435	55	31	55	75	55	0	0	0	0
	point21	21	3435	55	31	55	75	55	0	0	0	0
	point22	22	3435	55	31	55	75	55	0	0	0	0
	point23	23	3435	55	31	55	75	55	0	0	0	0
	point24	24	3435	55	31	55	75	55	0	0	0	0
	point25	25	3435	55	31	55	75	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point26	26	3435	55	31	55	75	55	0	0	0	0
	point27	27										
Rd5 ; NB 75 Under Linn- On fr Ramp(4 la11)	point28	28	6877	55	62	55	150	55	0	0	0	0
	point29	29	6877	55	62	55	150	55	0	0	0	0
	point30	30	6877	55	62	55	150	55	0	0	0	0
	point32	32	6877	55	62	55	150	55	0	0	0	0
	point33	33										
Rd6 ; NB 75 On fr Rte3 - On Fr Free(4 L)1	point34	34	6877	55	62	55	150	55	0	0	0	0
	point35	35	6877	55	62	55	150	55	0	0	0	0
	point36	36	6877	55	62	55	150	55	0	0	0	0
	point37	37	6877	55	62	55	150	55	0	0	0	0
	point38	38	6877	55	62	55	150	55	0	0	0	0
	point39	39	6877	55	62	55	150	55	0	0	0	0
	point40	40	6877	55	62	55	150	55	0	0	0	0
	point41	41										
Rd7 ; NB 75 On fr Freeman-On Fr Win(4)11	point42	42	6877	55	62	55	150	55	0	0	0	0
	point44	44	6877	55	62	55	150	55	0	0	0	0
	point45	45	6877	55	62	55	150	55	0	0	0	0
	point46	46										
Rd8 ; NB 75 On fr Winch- Off to W Via(411)	point47	47	6877	55	62	55	150	55	0	0	0	0
	point48	48	6877	55	62	55	150	55	0	0	0	0
	point49	49	6877	55	62	55	150	55	0	0	0	0
	point50	50	6877	55	62	55	150	55	0	0	0	0
	point51	51	6877	55	62	55	150	55	0	0	0	0
	point52	52	6877	55	62	55	150	55	0	0	0	0
	point53	53	6877	55	62	55	150	55	0	0	0	0
	point54	54	6877	55	62	55	150	55	0	0	0	0
	point55	55	6877	55	62	55	150	55	0	0	0	0
	point56	56	6877	55	62	55	150	55	0	0	0	0
	point57	57	6877	55	62	55	150	55	0	0	0	0
	point58	58	6877	55	62	55	150	55	0	0	0	0
	point59	59	6877	55	62	55	150	55	0	0	0	0
	point61	61	6877	55	62	55	150	55	0	0	0	0
	point62	62	6877	55	62	55	150	55	0	0	0	0
	point63	63										
Rd9 ; Nb 75 off to Viad - On fr EB Via(411)	point64	64	6208	55	58	55	134	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point65	65	6208	55	58	55	134	55	0	0	0	0
	point67	67	6208	55	58	55	134	55	0	0	0	0
	point68	68	6208	55	58	55	134	55	0	0	0	0
	point69	69	6208	55	58	55	134	55	0	0	0	0
	point70	70	6208	55	58	55	134	55	0	0	0	0
	point71	71										
Rd10 ; NB 75 Fr On Fr EB Viad(4)11	point72	72	7527	55	70	55	162	55	0	0	0	0
	point73	73	7527	55	70	55	162	55	0	0	0	0
	point74	74	7527	55	70	55	162	55	0	0	0	0
	point75	75	7527	55	70	55	162	55	0	0	0	0
	point76	76	7527	55	70	55	162	55	0	0	0	0
	point77	77										
Rd11 ; SB 75 Hopple to Viaduct	point78	78	7133	55	160	55	375	55	0	0	0	0
	point79	79	7133	55	160	55	375	55	0	0	0	0
	point80	80	7133	55	160	55	375	55	0	0	0	0
	point81	81	7133	55	160	55	375	55	0	0	0	0
	point82	82	7133	55	160	55	375	55	0	0	0	0
	point83	83										
Rd12 ; SB 75 Viad Off - Viad On(4)11	point84	84	5720	55	130	55	300	55	0	0	0	0
	point85	85	5720	55	130	55	300	55	0	0	0	0
	point87	87	5720	55	130	55	300	55	0	0	0	0
	point88	88	5720	55	130	55	300	55	0	0	0	0
	point89	89	5720	55	130	55	300	55	0	0	0	0
	point90	90	5720	55	130	55	300	55	0	0	0	0
	point91	91										
Rd13 ; SB 75 Viad On-Off to Findlay(4)11	point92	92	6035	55	135	55	320	55	0	0	0	0
	point93	93	6035	55	135	55	320	55	0	0	0	0
	point94	94	6035	55	135	55	320	55	0	0	0	0
	point95	95	6035	55	135	55	320	55	0	0	0	0
	point96	96	6035	55	135	55	320	55	0	0	0	0
	point97	97										
Rd14 ; SB 75 Findley Off-Ez Ch Off(4)11	point98	98	6035	55	135	55	320	55	0	0	0	0
	point99	99	6035	55	135	55	320	55	0	0	0	0
	point102	102	6035	55	135	55	320	55	0	0	0	0
	point103	103	6035	55	135	55	320	55	0	0	0	0
	point104	104	6035	55	135	55	320	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point105	105	6035	55	135	55	320	55	0	0	0	0
	point106	106	6035	55	135	55	320	55	0	0	0	0
	point107	107	6035	55	135	55	320	55	0	0	0	0
	point108	108	6035	55	135	55	320	55	0	0	0	0
	point109	109										
Rd15 ; SB 75 EZ Charl Off-Free Off(4)11	point110	110	6035	55	135	55	320	55	0	0	0	0
	point111	111	6035	55	135	55	320	55	0	0	0	0
	point112	112	6035	55	135	55	320	55	0	0	0	0
	point114	114	6035	55	135	55	320	55	0	0	0	0
	point117	117	6035	55	135	55	320	55	0	0	0	0
	point118	118										
Rd16 ; SB 75 Freeman Off-EZ C On(4)11	point119	119	6035	55	135	55	320	55	0	0	0	0
	point120	120	6035	55	135	55	320	55	0	0	0	0
	point121	121	6035	55	135	55	320	55	0	0	0	0
	point123	123	6035	55	135	55	320	55	0	0	0	0
	point124	124	6035	55	135	55	320	55	0	0	0	0
	point125	125	6035	55	135	55	320	55	0	0	0	0
	point126	126	6035	55	135	55	320	55	0	0	0	0
	point127	127	6035	55	135	55	320	55	0	0	0	0
	point128	128										
Rd17 ; SB 75 EZ C On-7th St Off(5)11	point129	129	6035	55	135	55	320	55	0	0	0	0
	point130	130	6035	55	135	55	320	55	0	0	0	0
	point131	131	6035	55	135	55	320	55	0	0	0	0
	point132	132	6035	55	135	55	320	55	0	0	0	0
	point133	133	6035	55	135	55	320	55	0	0	0	0
	point134	134										
Rd18 ; SB 75 7th Off-71 off (4)11	point135	135	6035	55	135	55	320	55	0	0	0	0
	point136	136	6035	55	135	55	320	55	0	0	0	0
	point137	137										
Rd19 ; SB 75 71 Off-WB 8th On(2)11	point138	138	1949	55	24	55	193	55	0	0	0	0
	point139	139	1949	55	24	55	193	55	0	0	0	0
	point140	140	1949	55	24	55	193	55	0	0	0	0
	point141	141	1949	55	24	55	193	55	0	0	0	0
	point142	142	1949	55	24	55	193	55	0	0	0	0
	point143	143	1949	55	24	55	193	55	0	0	0	0
	point144	144	1949	55	24	55	193	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point145	145										
Rd20 ; SB 75 8th On- 6th On(3)11	point146	146	2386	55	45	55	364	55	0	0	0	0
	point147	147	2386	55	45	55	364	55	0	0	0	0
	point148	148	2386	55	45	55	364	55	0	0	0	0
	point149	149	2386	55	45	55	364	55	0	0	0	0
	point150	150	2386	55	45	55	364	55	0	0	0	0
	point152	152	2386	55	45	55	364	55	0	0	0	0
	point153	153										
Rd21 ; SB 75 6th On-Ft Wash On(2)11	point154	154	3266	55	28	55	227	55	0	0	0	0
	point155	155	3266	55	28	55	227	55	0	0	0	0
	point156	156	3266	55	28	55	227	55	0	0	0	0
	point157	157										
Rd22 ; SB 75 Bridge Upper(4)11	point158	158	6587	55	57	55	458	55	0	0	0	0
	point159	159	6587	55	57	55	458	55	0	0	0	0
	point160	160	6587	55	57	55	458	55	0	0	0	0
	point161	161	6587	55	57	55	458	55	0	0	0	0
	point162	162	6587	55	57	55	458	55	0	0	0	0
	point163	163	6587	55	57	55	458	55	0	0	0	0
	point164	164										
Rd23 ; NB Off tp 2nd + EB 71(2)11	point168	168	1638	55	30	55	142	55	0	0	0	0
	point169	169	1638	55	30	55	142	55	0	0	0	0
	point171	171	1638	55	30	55	142	55	0	0	0	0
	point172	172	1638	55	30	55	142	55	0	0	0	0
	point173	173	1638	55	30	55	142	55	0	0	0	0
	point175	175	1638	55	30	55	142	55	0	0	0	0
	point177	177	1638	55	30	55	142	55	0	0	0	0
	point178	178										
Rd24 ; Off Ramp to 2nd St(2)11	point179	179	314	35	7	35	10	35	0	0	0	0
	point180	180	314	35	7	35	10	35	0	0	0	0
	point182	182	314	35	7	35	10	35	0	0	0	0
	point183	183										
Rd25 ; Off to EB 75(2)11	point184	184	1344	55	25	55	116	55	0	0	0	0
	point186	186	1344	55	25	55	116	55	0	0	0	0
	point188	188	1344	55	25	55	116	55	0	0	0	0
	point189	189										
Rd26 ; NB Off to 5th St (1 lane)11	point190	190	284	35	2	35	3	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point191	191	284	35	2	35	3	35	0	0	0	0
	point192	192	284	35	2	35	3	35	0	0	0	0
	point193	193	284	35	2	35	3	35	0	0	0	0
	point194	194										
Rd27 ; NB Off to 5th St (2 lane)11	point196	196	284	35	2	35	3	35	0	0	0	0
	point197	197	284	35	2	35	3	35	0	0	0	0
	point200	200	284	35	2	35	3	35	0	0	0	0
	point201	201										
Rd28 ; NB Off to 6th(1)11	point202	202	611	35	8	35	11	35	0	0	0	0
	point203	203	611	35	8	35	11	35	0	0	0	0
	point204	204	611	35	8	35	11	35	0	0	0	0
	point205	205	611	35	8	35	11	35	0	0	0	0
	point207	207	611	35	8	35	11	35	0	0	0	0
	point211	211	611	35	8	35	11	35	0	0	0	0
	point213	213										
Rd29 ; 6th On fr NB 75 Off ramp(2)11	point214	214	1908	35	49	35	73	35	0	0	0	0
	point216	216	1908	35	49	35	73	35	0	0	0	0
	point218	218	1908	35	49	35	73	35	0	0	0	0
	point219	219										
Rd30 ; NB On Fr 71 (3 lane)11	point220	220	2486	35	41	35	62	35	0	0	0	0
	point221	221	2486	35	41	35	62	35	0	0	0	0
	point222	222	2486	35	41	35	62	35	0	0	0	0
	point223	223										
Rd31 ; NB On fr Winchell(1)11	point224	224	931	35	8	35	11	35	0	0	0	0
	point225	225	931	35	8	35	11	35	0	0	0	0
	point226	226	931	35	8	35	11	35	0	0	0	0
	point227	227	931	35	8	35	11	35	0	0	0	0
	point228	228	931	35	8	35	11	35	0	0	0	0
	point229	229	931	35	8	35	11	35	0	0	0	0
	point230	230	931	35	8	35	11	35	0	0	0	0
	point231	231	931	35	8	35	11	35	0	0	0	0
	point232	232										
Rd32 ; NB On Fr Freeman(1)11	point233	233	564	35	22	35	33	35	0	0	0	0
	point235	235	564	35	22	35	33	35	0	0	0	0
	point236	236	564	35	22	35	33	35	0	0	0	0
	point237	237	564	35	22	35	33	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point238	238	564	35	22	35	33	35	0	0	0	0
	point239	239	564	35	22	35	33	35	0	0	0	0
	point240	240										
Rd33 ; NB On Fr Winch(EZ Ch)(1)11	point241	241	337	35	1	35	2	35	0	0	0	0
	point242	242	337	35	1	35	2	35	0	0	0	0
	point243	243	337	35	1	35	2	35	0	0	0	0
	point244	244	337	35	1	35	2	35	0	0	0	0
	point245	245										
Rd34 ; NB Off to Western Via(A) (1)11	point246	246	696	35	6	35	9	35	0	0	0	0
	point247	247	696	35	6	35	9	35	0	0	0	0
	point248	248	696	35	6	35	9	35	0	0	0	0
	point249	249	696	35	6	35	9	35	0	0	0	0
	point250	250	696	35	6	35	9	35	0	0	0	0
	point252	252	696	35	6	35	9	35	0	0	0	0
	point255	255	696	35	6	35	9	35	0	0	0	0
	point257	257	696	35	6	35	9	35	0	0	0	0
	point260	260	696	35	6	35	9	35	0	0	0	0
	point262	262	696	35	6	35	9	35	0	0	0	0
	point264	264										
Rd35 ; NB Off to Western Via(B)(1)11	point265	265	696	35	6	35	9	35	0	0	0	0
	point267	267	696	35	6	35	9	35	0	0	0	0
	point269	269	696	35	6	35	9	35	0	0	0	0
	point271	271	696	35	6	35	9	35	0	0	0	0
	point274	274	696	35	6	35	9	35	0	0	0	0
	point277	277										
Rd36 ; NB On Fr Western Via(A)(1)11	point278	278	340	35	12	35	18	35	0	0	0	0
	point279	279	340	35	12	35	18	35	0	0	0	0
	point281	281	340	35	12	35	18	35	0	0	0	0
	point283	283	340	35	12	35	18	35	0	0	0	0
	point285	285	340	35	12	35	18	35	0	0	0	0
	point287	287	340	35	12	35	18	35	0	0	0	0
	point289	289	340	35	12	35	18	35	0	0	0	0
	point291	291	340	35	12	35	18	35	0	0	0	0
	point293	293	340	35	12	35	18	35	0	0	0	0
	point296	296										
Rd37 ; NB On Fr Western Via(B)(1)11	point297	297	340	35	12	35	18	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point299	299	340	35	12	35	18	35	0	0	0	0
	point301	301										
Rd38 ; NB On Fr West Via + Bank(2)11	point302	302	892	35	11	35	17	35	0	0	0	0
	point303	303	892	35	11	35	17	35	0	0	0	0
	point304	304	892	35	11	35	17	35	0	0	0	0
	point305	305	892	35	11	35	17	35	0	0	0	0
	point306	306	892	35	11	35	17	35	0	0	0	0
	point307	307	892	35	11	35	17	35	0	0	0	0
	point308	308										
Rd39 ; SB Off to Under West Via(1)11	point309	309	699	35	19	35	24	35	0	0	0	0
	point310	310	699	35	19	35	24	35	0	0	0	0
	point312	312	699	35	19	35	24	35	0	0	0	0
	point313	313	699	35	19	35	24	35	0	0	0	0
	point315	315	699	35	19	35	24	35	0	0	0	0
	point316	316	699	35	19	35	24	35	0	0	0	0
	point317	317	699	35	19	35	24	35	0	0	0	0
	point318	318	699	35	19	35	24	35	0	0	0	0
	point319	319	699	35	19	35	24	35	0	0	0	0
	point320	320										
Rd40 ; SB On Fr Under West Via(1)11	point321	321	485	35	6	35	9	35	0	0	0	0
	point322	322	485	35	6	35	9	35	0	0	0	0
	point324	324	485	35	6	35	9	35	0	0	0	0
	point326	326	485	35	6	35	9	35	0	0	0	0
	point328	328	485	35	6	35	9	35	0	0	0	0
	point330	330	485	35	6	35	9	35	0	0	0	0
	point332	332	485	35	6	35	9	35	0	0	0	0
	point333	333	485	35	6	35	9	35	0	0	0	0
	point334	334										
Rd41 ; SB Off to Findlay + Western(1)11	point335	335	398	35	5	35	7	35	0	0	0	0
	point336	336	398	35	5	35	7	35	0	0	0	0
	point337	337	398	35	5	35	7	35	0	0	0	0
	point338	338	398	35	5	35	7	35	0	0	0	0
	point342	342	398	35	5	35	7	35	0	0	0	0
	point343	343										
Rd42 ; SB Off to Kenner(1)11	point344	344	190	35	4	35	6	35	0	0	0	0
	point345	345	190	35	4	35	6	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point349	349	190	35	4	35	6	35	0	0	0	0
	point350	350	190	35	4	35	6	35	0	0	0	0
	point351	351										
Rd43 ; SB Off to Freeman (1 La)11	point352	352	514	35	6	35	10	35	0	0	0	0
	point353	353	514	35	6	35	10	35	0	0	0	0
	point354	354	514	35	6	35	10	35	0	0	0	0
	point355	355	514	35	6	35	10	35	0	0	0	0
	point356	356	514	35	6	35	10	35	0	0	0	0
	point357	357	514	35	6	35	10	35	0	0	0	0
	point358	358	514	35	6	35	10	35	0	0	0	0
	point359	359										
Rd44 ; SB off to Freeman (3 lan)11	point360	360	514	35	6	35	10	35	0	0	0	0
	point361	361	514	35	6	35	10	35	0	0	0	0
	point362	362	514	35	6	35	10	35	0	0	0	0
	point363	363										
Rd45 ; SB Ramp western-SB 75(1)11	point364	364	333	35	15	35	22	35	0	0	0	0
	point365	365	333	35	15	35	22	35	0	0	0	0
	point367	367	333	35	15	35	22	35	0	0	0	0
	point370	370	333	35	15	35	22	35	0	0	0	0
	point371	371	333	35	15	35	22	35	0	0	0	0
	point372	372	333	35	15	35	22	35	0	0	0	0
	point373	373										
Rd46 ; SB Off to 7th(1)11	point374	374	165	35	2	35	3	35	0	0	0	0
	point375	375	165	35	2	35	3	35	0	0	0	0
	point378	378	165	35	2	35	3	35	0	0	0	0
	point380	380	165	35	2	35	3	35	0	0	0	0
	point381	381	165	35	2	35	3	35	0	0	0	0
	point382	382										
Rd47 ; SB On Fr 9th St(1)11	point383	383	637	35	5	35	8	35	0	0	0	0
	point384	384	637	35	5	35	8	35	0	0	0	0
	point385	385	637	35	5	35	8	35	0	0	0	0
	point387	387	637	35	5	35	8	35	0	0	0	0
	point389	389	637	35	5	35	8	35	0	0	0	0
	point391	391	637	35	5	35	8	35	0	0	0	0
	point392	392	637	35	5	35	8	35	0	0	0	0
	point393	393	637	35	5	35	8	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point394	394	637	35	5	35	8	35	0	0	0	0
	point396	396	637	35	5	35	8	35	0	0	0	0
	point397	397										
Rd48 ; EB 50 Off to SB 75 + 2nd(1)11	point398	398	779	35	16	35	25	35	0	0	0	0
	point399	399	779	35	16	35	25	35	0	0	0	0
	point401	401	779	35	16	35	25	35	0	0	0	0
	point402	402	779	35	16	35	25	35	0	0	0	0
	point404	404	779	35	16	35	25	35	0	0	0	0
	point407	407										
Rd49 ; SB on fr EB 50(1)11	point408	408	675	35	14	35	21	35	0	0	0	0
	point409	409	675	35	14	35	21	35	0	0	0	0
	point410	410	675	35	14	35	21	35	0	0	0	0
	point411	411										
Rd50 ; Off fr w 3rd to SB 7(1)11	point412	412	903	35	19	35	29	35	0	0	0	0
	point414	414	903	35	19	35	29	35	0	0	0	0
	point415	415	903	35	19	35	29	35	0	0	0	0
	point417	417	0	35	19	35	29	35	0	0	0	0
	point419	419	903	35	19	35	29	35	0	0	0	0
	point421	421	903	35	19	35	29	35	0	0	0	0
	point423	423	903	35	19	35	29	35	0	0	0	0
	point425	425	903	35	19	35	29	35	0	0	0	0
	point427	427	903	35	19	35	29	35	0	0	0	0
	point428	428										
Rd51 ; 71 WB-SB(2)11	point429	429	3321	55	43	55	202	55	0	0	0	0
	point432	432	3321	55	43	55	202	55	0	0	0	0
	point434	434	3321	55	43	55	202	55	0	0	0	0
	point437	437	3321	55	43	55	202	55	0	0	0	0
	point439	439										
Rd52 ; WB 71 to SB 75(2)11	point440	440	2288	55	56	55	261	55	0	0	0	0
	point441	441	2288	55	56	55	261	55	0	0	0	0
	point443	443	2288	55	56	55	261	55	0	0	0	0
	point444	444	2288	55	56	55	261	55	0	0	0	0
	point445	445	2288	55	56	55	261	55	0	0	0	0
	point446	446	2288	55	56	55	261	55	0	0	0	0
	point447	447	2288	55	56	55	261	55	0	0	0	0
	point448	448	2288	55	56	55	261	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point450	450										
Rd53 ; SB Off to 2nd St(1)11	point451	451	108	35	1	35	1	35	0	0	0	0
	point452	452	108	35	1	35	1	35	0	0	0	0
	point453	453	108	35	1	35	1	35	0	0	0	0
	point457	457										
Rd54 ; SB Ramp to 2nd(2)11	point458	458	676	35	6	35	8	35	0	0	0	0
	point459	459	676	35	6	35	8	35	0	0	0	0
	point460	460	676	35	6	35	8	35	0	0	0	0
	point461	461	676	35	6	35	8	35	0	0	0	0
	point462	462	676	35	6	35	8	35	0	0	0	0
	point463	463	676	35	6	35	8	35	0	0	0	0
	point465	465	676	35	6	35	8	35	0	0	0	0
	point466	466	676	35	6	35	8	35	0	0	0	0
	point468	468	676	35	6	35	8	35	0	0	0	0
	point469	469										
Rd55 ; 2nd St to On fr SB 75(1)11	point470	470	353	25	11	25	16	25	0	0	0	0
	point471	471	353	25	11	25	16	25	0	0	0	0
	point473	473										
Rd56 ; 2nd St SB On-NB On(3)11	point474	474	995	25	30	25	45	25	0	0	0	0
	point475	475	995	25	30	25	45	25	0	0	0	0
	point476	476										
Rd 57 ; 2nd St Fr NB On(5)11	point477	477	1302	25	39	25	59	25	0	0	0	0
	point482	482										
Rd58 ; EB P Rose Meh-Rose(2)11	point483	483	5	25	0	0	0	0	0	0	0	0
	point484	484	5	25	0	0	0	0	0	0	0	0
	point485	485	5	25	0	0	0	0	0	0	0	0
	point486	486										
Rd59 ; EB P Rose Rose-Cent(2)11	point487	487	5	25	0	0	0	0	0	0	0	0
	point488	488										
Rd62 ; WB P Rose Cent-Meh(2)11	point507	507	5	25	0	0	0	0	0	0	0	0
	point509	509	5	25	0	0	0	0	0	0	0	0
	point510	510										
Rd63 ; WB P Rose fr Rose St(2)11	point511	511	5	25	0	0	0	0	0	0	0	0
	point512	512	5	25	0	0	0	0	0	0	0	0
	point513	513	5	25	0	0	0	0	0	0	0	0
	point514	514										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd64 ; SB Off to 5th(2)11	point515	515	2122	35	35	35	53	35	0	0	0	0
	point516	516	2122	35	35	35	53	35	0	0	0	0
	point517	517	2122	35	35	35	53	35	0	0	0	0
	point518	518										
Rd65 ; Ramp SB 75-EB 71(2)11	point519	519	1910	35	32	35	48	35	0	0	0	0
	point520	520	1910	35	32	35	48	35	0	0	0	0
	point521	521	1910	35	32	35	48	35	0	0	0	0
	point522	522	1910	35	32	35	48	35	0	0	0	0
	point523	523	1910	35	32	35	48	35	0	0	0	0
	point524	524	1910	35	32	35	48	35	0	0	0	0
	point525	525	1910	35	32	35	48	35	0	0	0	0
	point526	526	1910	35	32	35	48	35	0	0	0	0
	point527	527	1910	35	32	35	48	35	0	0	0	0
	point528	528										
Rd66 ; SB Ramp to 2nd(1)11	point529	529	568	35	5	35	7	35	0	0	0	0
	point530	530	568	35	5	35	7	35	0	0	0	0
	point533	533	568	35	5	35	7	35	0	0	0	0
	point536	536										
Rd67 ; SB ramp to EB 71(1)11	point537	537	1354	35	23	35	34	35	0	0	0	0
	point538	538	1354	35	23	35	34	35	0	0	0	0
	point539	539	1354	35	23	35	34	35	0	0	0	0
	point540	540										
Rd68 ; EB 71 On fr SB 75(2)11	point541	541	2477	35	41	35	62	35	0	0	0	0
	point542	542	2477	35	41	35	62	35	0	0	0	0
	point544	544	2477	35	41	35	62	35	0	0	0	0
	point545	545	2477	35	41	35	62	35	0	0	0	0
	point546	546	2477	35	41	35	62	35	0	0	0	0
	point547	547	2477	35	41	35	62	35	0	0	0	0
	point549	549	2477	35	41	35	62	35	0	0	0	0
	point550	550	2477	35	41	35	62	35	0	0	0	0
	point552	552	2477	35	41	35	62	35	0	0	0	0
	point553	553										
Rd69 ; EB 71 Fr SB 75 On(4)11	point554	554	3681	55	61	55	286	55	0	0	0	0
	point555	555	3681	55	61	55	286	55	0	0	0	0
	point556	556	3681	55	61	55	286	55	0	0	0	0
	point557	557										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd70 ; Ramp EB 50-EB 71(1)11	point558	558	1123	35	19	35	28	35	0	0	0	0
	point560	560	1123	35	19	35	28	35	0	0	0	0
	point561	561	1123	35	19	35	28	35	0	0	0	0
	point563	563	1123	35	19	35	28	35	0	0	0	0
	point565	565	1123	35	19	35	28	35	0	0	0	0
	point568	568	1123	35	19	35	28	35	0	0	0	0
	point569	569	1123	35	19	35	28	35	0	0	0	0
	point572	572	1123	35	19	35	28	35	0	0	0	0
	point573	573										
Rd71 ; 3rd ST to Race(5)11	point574	574	1460	25	44	25	66	25	0	0	0	0
	point576	576										
Rd72 ; 3rd St Race-Elm(3)11	point577	577	530	25	16	25	24	25	0	0	0	0
	point578	578	530	25	16	25	24	25	0	0	0	0
	point579	579	530	25	16	25	24	25	0	0	0	0
	point580	580										
Rd75 ; WB 3rd St Plum-Central(2)11	point586	586	679	25	20	25	31	25	0	0	0	0
	point587	587										
Rd76 ; WB 3rd Central-Smith(2)11	point588	588	735	35	22	35	33	35	0	0	0	0
	point589	589										
Rd77 ; WB 3rd St Fr Smith(2)11	point590	590	307	35	9	35	14	35	0	0	0	0
	point592	592	307	35	9	35	14	35	0	0	0	0
	point594	594	307	35	9	35	14	35	0	0	0	0
	point595	595	307	35	9	35	14	35	0	0	0	0
	point597	597	307	35	9	35	14	35	0	0	0	0
	point599	599	307	35	9	35	14	35	0	0	0	0
	point600	600										
Rd78 ; EB 3rd to Smith(2)11	point601	601	512	35	15	35	23	35	0	0	0	0
	point602	602	512	35	15	35	23	35	0	0	0	0
	point604	604	512	35	15	35	23	35	0	0	0	0
	point605	605	512	35	15	35	23	35	0	0	0	0
	point606	606	512	35	15	35	23	35	0	0	0	0
	point608	608										
Rd80 ; WB 71 to Off to SB 75(4)11	point611	611	4743	55	79	55	369	55	0	0	0	0
	point612	612	4743	55	79	55	369	55	0	0	0	0
	point613	613	4743	55	79	55	369	55	0	0	0	0
	point614	614										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd81 ; wb 71 Off to 6th(2)11	point615	615	2532	35	31	35	47	35	0	0	0	0
	point616	616	2532	35	31	35	47	35	0	0	0	0
	point619	619	2532	35	31	35	47	35	0	0	0	0
	point621	621	2532	35	31	35	47	35	0	0	0	0
	point623	623	2532	35	31	35	47	35	0	0	0	0
	point624	624	2532	35	31	35	47	35	0	0	0	0
	point625	625	2532	35	31	35	47	35	0	0	0	0
	point626	626										
Rd82 ; Ramp WB 71 to 6th(1)11	point627	627	1316	35	34	35	50	35	0	0	0	0
	point629	629	1316	35	34	35	50	35	0	0	0	0
	point631	631	1316	35	34	35	50	35	0	0	0	0
	point632	632	1316	35	34	35	50	35	0	0	0	0
	point633	633	1316	35	34	35	50	35	0	0	0	0
	point634	634	1316	35	34	35	50	35	0	0	0	0
	point636	636	1316	35	34	35	50	35	0	0	0	0
	point637	637										
Rd83 ; NB ramp to NB 6th ramp(1)11	point638	638	1174	35	15	35	22	35	0	0	0	0
	point640	640	1174	0	15	35	22	35	0	0	0	0
	point642	642	1174	35	15	35	22	35	0	0	0	0
	point643	643	1174	35	15	35	22	35	0	0	0	0
	point645	645	1174	35	15	35	22	35	0	0	0	0
	point646	646										
Rd84 ; NB Ramo fr 4th(1)11	point1685	1685	1238	35	21	35	31	35	0	0	0	0
	point650	650	1238	35	21	35	31	35	0	0	0	0
	point651	651	1238	35	21	35	31	35	0	0	0	0
	point653	653	1238	35	21	35	31	35	0	0	0	0
	point655	655	1238	35	21	35	31	35	0	0	0	0
	point656	656										
Rd85 ; NB ramp to NB fr 6th(2)11	point657	657	2425	35	30	35	45	35	0	0	0	0
	point658	658	2425	35	30	35	45	35	0	0	0	0
	point659	659	2425	35	30	35	45	35	0	0	0	0
	point661	661	2425	35	30	35	45	35	0	0	0	0
	point662	662	2425	35	30	35	45	35	0	0	0	0
	point663	663										
Rd86 ; 6th to NB off Ramp(4)11	point664	664	1203	35	15	35	22	35	0	0	0	0
	point665	665	1203	35	15	35	22	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point666	666										
Rd87 ; NB ramp fr 6th(2)11	point667	667	490	35	8	35	12	35	0	0	0	0
	point668	668	490	35	8	35	12	35	0	0	0	0
	point669	669	490	35	8	35	12	35	0	0	0	0
	point671	671	490	35	8	35	12	35	0	0	0	0
	point672	672	490	35	8	35	12	35	0	0	0	0
	point673	673										
Rd88 ; NB Svc rd fr 6th(4)11	point674	674	2920	35	36	35	54	35	0	0	0	0
	point675	675										
Rd89 ; 5th fr On ramp-Central(4)11	point676	676	637	25	5	25	8	25	0	0	0	0
	point678	678										
Rd91 ; EB 6th Exp'y to EB On(2)11	point682	682	1048	35	13	35	19	35	0	0	0	0
	point683	683	1048	35	13	35	19	35	0	0	0	0
	point684	684	1048	35	13	35	19	35	0	0	0	0
	point685	685	1048	35	13	35	19	35	0	0	0	0
	point686	686										
Rd92 ; EB 6th Exp On- Linn On(3)11	point687	687	1407	35	17	35	26	35	0	0	0	0
	point689	689	1407	35	17	35	26	35	0	0	0	0
	point690	690	1407	35	17	35	26	35	0	0	0	0
	point691	691	1407	35	17	35	26	35	0	0	0	0
	point692	692										
Rd93 ; EN 6th Exp Over Gest(4)11	point693	693	2066	35	26	35	38	35	0	0	0	0
	point695	695										
Rd94 ; EB 6th Exp to 75 + 71(2)11	point696	696	1910	35	32	35	48	35	0	0	0	0
	point697	697	1910	35	32	35	48	35	0	0	0	0
	point698	698										
Rd95 ; W 5th fr 6th Exp'y(2)11	point699	699	136	35	2	35	3	35	0	0	0	0
	point700	700	136	35	2	35	3	35	0	0	0	0
	point702	702	136	35	2	35	3	35	0	0	0	0
	point704	704	136	35	2	35	3	35	0	0	0	0
	point705	705	136	35	2	35	3	35	0	0	0	0
	point707	707	136	35	2	35	3	35	0	0	0	0
	point708	708	136	35	2	35	3	35	0	0	0	0
	point709	709	136	35	2	35	3	35	0	0	0	0
	point711	711	136	35	2	35	3	35	0	0	0	0
	point713	713	136	35	2	35	3	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point714	714										
Rd96 ; W 5th On-Off(2)11	point715	715	353	25	3	25	4	25	0	0	0	0
	point717	717	353	25	3	25	4	25	0	0	0	0
	point718	718										
Rd97 ; WB 6th fr Central(2)11	point719	719	1283	35	10	35	29	35	0	0	0	0
	point720	720	1283	35	10	35	29	35	0	0	0	0
	point722	722	1283	35	10	35	29	35	0	0	0	0
	point723	723										
Rd98 ; W 6th St fr Viad(4)11	point724	724	2677	35	33	35	50	35	0	0	0	0
	point725	725										
Rd99 ; WB 6th to Off to Linn(4)11	point726	726	2377	35	29	35	44	35	0	0	0	0
	point727	727	2377	35	29	35	44	35	0	0	0	0
	point730	730	2377	35	29	35	44	35	0	0	0	0
	point731	731	2377	35	29	35	44	35	0	0	0	0
	point732	732	2377	35	29	35	44	35	0	0	0	0
	point733	733										
Rd100 ; WB 6th Exp'y fr Linn Off(3)11	point734	734	2144	35	27	35	40	35	0	0	0	0
	point735	735	2144	35	27	35	40	35	0	0	0	0
	point736	736	2144	35	27	35	40	35	0	0	0	0
	point737	737	2144	35	27	35	40	35	0	0	0	0
	point738	738	2144	35	27	35	40	35	0	0	0	0
	point739	739	2144	35	27	35	40	35	0	0	0	0
	point741	741	2144	35	27	35	40	35	0	0	0	0
	point742	742	2144	35	27	35	40	35	0	0	0	0
	point743	743	2144	35	27	35	40	35	0	0	0	0
	point745	745	2144	35	27	35	40	35	0	0	0	0
	point746	746										
Rd101 ; WB 6th Exp'y Off to Gest(2)11	point747	747	285	35	10	35	15	35	0	0	0	0
	point748	748	285	35	10	35	15	35	0	0	0	0
	point751	751	285	35	10	35	15	35	0	0	0	0
	point752	752										
Rd102 ; NB Off fr Gest to 7th(1)11	point753	753	272	35	3	35	5	35	0	0	0	0
	point754	754	272	35	3	35	5	35	0	0	0	0
	point756	756	272	35	3	35	5	35	0	0	0	0
	point758	758	272	35	3	35	5	35	0	0	0	0
	point759	759	272	35	3	35	5	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point760	760										
Rd103 ; 7th Gest On-Central(4)11	point761	761	642	25	19	25	29	25	0	0	0	0
	point762	762	642	25	19	25	29	25	0	0	0	0
	point763	763	642	25	19	25	29	25	0	0	0	0
	point764	764	642	25	19	25	29	25	0	0	0	0
	point765	765	642	25	19	25	29	25	0	0	0	0
	point766	766	642	25	19	25	29	25	0	0	0	0
	point767	767	642	25	19	25	29	25	0	0	0	0
	point768	768										
Rd105 ; SB 75 Off to 5th(1)11	point773	773	211	35	4	35	5	35	0	0	0	0
	point774	774	211	35	4	35	5	35	0	0	0	0
	point775	775	211	35	4	35	5	35	0	0	0	0
	point776	776	211	35	4	35	5	35	0	0	0	0
	point777	777	211	35	4	35	5	35	0	0	0	0
	point778	778	211	35	4	35	5	35	0	0	0	0
	point779	779	211	35	4	35	5	35	0	0	0	0
	point781	781	211	35	4	35	5	35	0	0	0	0
	point782	782	211	35	4	35	5	35	0	0	0	0
	point785	785	211	35	4	35	5	35	0	0	0	0
	point787	787										
Rd106 ; EB W Mehring (2)11	point789	789	19	25	0	0	0	0	0	0	0	0
	point791	791	19	25	0	0	0	0	0	0	0	0
	point792	792	19	25	0	0	0	0	0	0	0	0
	point793	793	19	25	0	0	0	0	0	0	0	0
	point794	794	19	25	0	0	0	0	0	0	0	0
	point795	795	19	25	0	0	0	0	0	0	0	0
	point796	796	19	25	0	0	0	0	0	0	0	0
	point797	797	19	25	0	0	0	0	0	0	0	0
	point798	798	19	25	0	0	0	0	0	0	0	0
	point799	799										
Rd107 ; WB Mehring Way fr Pete Ros(2)11	point800	800	136	25	2	25	3	25	0	0	0	0
	point801	801	136	25	2	25	3	25	0	0	0	0
	point802	802	136	25	2	25	3	25	0	0	0	0
	point803	803										
Rd108 ; 9th to NB Off to 75(4)11	point805	805	2167	35	16	35	49	35	0	0	0	0
	point807	807	2167	35	16	35	49	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point809	809	2167	35	16	35	49	35	0	0	0	0
	point810	810										
Rd109 ; W 8th NB Off-SB Off(3)11	point811	811	1283	35	10	35	29	35	0	0	0	0
	point812	812										
Rd110 ; NB Central P'way to W H Via(3)11	point1647	1647	1017	35	13	35	30	35	0	0	0	0
	point1646	1646	1017	35	13	35	30	35	0	0	0	0
	point1645	1645	1017	35	13	35	30	35	0	0	0	0
	point815	815	1017	35	13	35	30	35	0	0	0	0
	point817	817	1017	35	13	35	30	35	0	0	0	0
	point1687	1687										
Rd111 ; NB Cent P'way fr W H V(3)11	point820	820	518	35	8	35	14	35	0	0	0	0
	point822	822	518	35	8	35	14	35	0	0	0	0
	point824	824	518	35	8	35	14	35	0	0	0	0
	point826	826	518	35	8	35	14	35	0	0	0	0
	point827	827	518	35	8	35	14	35	0	0	0	0
	point828	828	518	35	8	35	14	35	0	0	0	0
	point829	829	518	35	8	35	14	35	0	0	0	0
	point830	830	518	35	8	35	14	35	0	0	0	0
	point831	831	518	35	8	35	14	35	0	0	0	0
	point1650	1650	518	35	8	35	14	35	0	0	0	0
	point1653	1653	518	35	8	35	14	35	0	0	0	0
	point1656	1656	518	35	8	35	14	35	0	0	0	0
	point1658	1658	518	35	8	35	14	35	0	0	0	0
	point1659	1659	518	35	8	35	14	35	0	0	0	0
	point1660	1660										
Central Parkway	point1672	1672	432	35	6	35	12	35	0	0	0	0
	point1671	1671	432	35	6	35	12	35	0	0	0	0
	point1669	1669	432	35	6	35	12	35	0	0	0	0
	point1667	1667	432	35	6	35	12	35	0	0	0	0
	point1664	1664	432	35	6	35	12	35	0	0	0	0
	point1662	1662	432	35	6	35	12	35	0	0	0	0
	point832	832	432	35	6	35	12	35	0	0	0	0
	point833	833	432	35	6	35	12	35	0	0	0	0
	point834	834	432	35	6	35	12	35	0	0	0	0
	point835	835	432	35	6	35	12	35	0	0	0	0
	point836	836	432	35	6	35	12	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point837	837	432	35	6	35	12	35	0	0	0	0
	point839	839	432	35	6	35	12	35	0	0	0	0
	point841	841	432	35	6	35	12	35	0	0	0	0
	point843	843	432	35	6	35	12	35	0	0	0	0
	point1690	1690										
Rd113 ; SB Cen P'wy @ W H V(3)11	point1691	1691	660	35	20	35	30	35	0	0	0	0
	point846	846										
Rd114 ; SB Cen P'wy fr W H Via(3)11	point847	847	662	35	11	35	17	35	0	0	0	0
	point848	848	662	35	11	35	17	35	0	0	0	0
	point849	849	662	35	11	35	17	35	0	0	0	0
	point851	851	662	35	11	35	17	35	0	0	0	0
	point1640	1640	662	35	11	35	17	35	0	0	0	0
	point1641	1641	662	35	11	35	17	35	0	0	0	0
	point1643	1643										
Rd115 ; WB W H Via to 75 On(2)11	point1692	1692	1123	35	15	35	32	35	0	0	0	0
	point855	855	1123	35	15	35	32	35	0	0	0	0
	point856	856										
Rd116 ; WB W H Via Fr NB On(2011)	point857	857	1814	35	21	35	41	35	0	0	0	0
	point858	858	1814	35	21	35	41	35	0	0	0	0
	point859	859	1814	35	21	35	41	35	0	0	0	0
	point860	860	1814	35	21	35	41	35	0	0	0	0
	point861	861										
RD117 ; EB W H Via to SB Off(2)11	point862	862	911	35	27	35	41	35	0	0	0	0
	point863	863	911	35	27	35	41	35	0	0	0	0
	point864	864	911	35	27	35	41	35	0	0	0	0
	point865	865	911	35	27	35	41	35	0	0	0	0
	point866	866										
RD118 ; EB W H Via Fr SB Off(2)11	point867	867	768	35	12	35	20	35	0	0	0	0
	point868	868	768	35	12	35	20	35	0	0	0	0
	point869	869										
RD119 ; NB Freeman Mehring-SB On(2)11	point871	871	19	25	0	0	0	0	0	0	0	0
	point873	873	19	25	0	0	0	0	0	0	0	0
	point875	875	19	25	0	0	0	0	0	0	0	0
	point877	877										
Rd120 ; NB Freem SB On-NB On(2)11	point878	878	136	25	2	25	3	25	0	0	0	0
	point879	879										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd121 ; NB Freem On -8th(2)11	point880	880	310	35	4	35	6	35	0	0	0	0
	point881	881	310	35	4	35	6	35	0	0	0	0
	point882	882	310	35	4	35	6	35	0	0	0	0
	point883	883	310	35	4	35	6	35	0	0	0	0
	point884	884	310	35	4	35	6	35	0	0	0	0
	point887	887										
Rd123 ; NB Freeman 8th-Gest(4)11	point890	890	407	35	5	35	8	35	0	0	0	0
	point893	893	407	35	5	35	8	35	0	0	0	0
	point895	895	407	35	5	35	8	35	0	0	0	0
	point897	897	407	35	5	35	8	35	0	0	0	0
	point898	898	407	35	5	35	8	35	0	0	0	0
	point899	899										
Rd124 ; NB Freeman @ Gest(4)11	point900	900	407	35	5	35	8	35	0	0	0	0
	point901	901										
Rd125 ; Ramp NB Free-Winchell(2)11	point902	902	631	35	8	35	12	35	0	0	0	0
	point903	903	631	35	8	35	12	35	0	0	0	0
	point904	904	631	35	8	35	12	35	0	0	0	0
	point905	905	631	35	8	35	12	35	0	0	0	0
	point906	906	631	35	8	35	12	35	0	0	0	0
	point907	907	631	35	8	35	12	35	0	0	0	0
	point908	908										
Rd126; Ramp Freem-Winchell(2)1	point909	909	29	35	0	0	1	35	0	0	0	0
	point910	910	29	35	0	0	1	35	0	0	0	0
	point912	912	29	35	0	0	1	35	0	0	0	0
	point913	913	29	35	0	0	1	35	0	0	0	0
	point914	914	29	35	0	0	1	35	0	0	0	0
	point915	915										
Rd127 ; SB Freeman @ Gest(4)11	point916	916	582	35	7	35	11	35	0	0	0	0
	point917	917										
Rd128 ; SB Freem Gest-8th(4)11	point918	918	582	35	7	35	11	35	0	0	0	0
	point919	919	582	35	7	35	11	35	0	0	0	0
	point921	921	582	35	7	35	11	35	0	0	0	0
	point922	922	582	35	7	35	11	35	0	0	0	0
	point926	926										
Rd131 ; SB Freem to Off to WB 6th(2)11	point931	931	941	35	12	35	17	35	0	0	0	0
	point933	933										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd132 ; SB Freem 6th Off-6th On(2)11	point934	934	136	25	2	25	3	25	0	0	0	0
	point935	935	136	25	2	25	3	25	0	0	0	0
	point936	936	136	25	2	25	3	25	0	0	0	0
	point937	937	136	25	2	25	3	25	0	0	0	0
	point938	938										
Rd133 ; SB Freem Off-Off(2)11	point939	939	136	25	2	25	3	25	0	0	0	0
	point940	940										
Rd134 ; SB Free to Mehring(2)11	point941	941	136	25	0	25	3	25	0	0	0	0
	point942	942	136	25	2	25	3	25	0	0	0	0
	point943	943	136	25	2	25	3	25	0	0	0	0
	point944	944	136	25	2	25	3	25	0	0	0	0
	point946	946										
Rd135 ; EB 6th Off to Freeman(1)11	point947	947	175	35	2	35	3	35	0	0	0	0
	point948	948	175	35	2	35	3	35	0	0	0	0
	point949	949	175	35	2	35	3	35	0	0	0	0
	point951	951										
Rd136 ; EB 6th Off To free(2)11	point952	952	506	35	18	35	26	35	0	0	0	0
	point953	953										
Rd137 ; EB 6th On fr Free(1)11	point954	954	340	35	12	35	18	35	0	0	0	0
	point956	956										
Rd138 ; SB Free Off to 6th(1)11	point957	957	340	35	12	35	18	35	0	0	0	0
	point959	959	340	35	12	35	18	35	0	0	0	0
	point961	961										
Rd139 ; NB Free Off to EB 6th(1)11	point962	962	340	35	12	35	18	35	0	0	0	0
	point963	963										
Rd140 ; EB 6th On Fr Free(1)11	point964	964	340	35	12	35	18	35	0	0	0	0
	point965	965	340	35	12	35	18	35	0	0	0	0
	point967	967	340	35	12	35	18	35	0	0	0	0
	point969	969	340	35	12	35	18	35	0	0	0	0
	point971	971	340	35	12	35	18	35	0	0	0	0
	point973	973										
Rd141 ; EB Off 6th-Free(1)11	point974	974	173	35	3	35	4	35	0	0	0	0
	point976	976	173	35	3	35	4	35	0	0	0	0
	point978	978	173	35	3	35	4	35	0	0	0	0
	point980	980	173	35	3	35	4	35	0	0	0	0
	point982	982										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd142 ; NB Free On fr EB 6th(1)11	point983	983	173	35	3	35	4	35	0	0	0	0
	point985	985	173	35	3	35	4	35	0	0	0	0
	point986	986										
Rd143 ; ON to Free fr EB 6th(1)11	point987	987	173	35	3	35	4	35	0	0	0	0
	point990	990										
Rd144 ; SB Off Free-WB 6th(1)11	point991	991	551	35	12	35	17	35	0	0	0	0
	point992	992	551	35	12	35	17	35	0	0	0	0
	point993	993	551	35	12	35	17	35	0	0	0	0
	point995	995	551	35	12	35	17	35	0	0	0	0
	point997	997	551	35	12	35	17	35	0	0	0	0
	point999	999	551	35	12	35	17	35	0	0	0	0
	point1000	1000										
Rd145 ; EB 8th Dalton-Freeman(4)11	point1001	1001	660	35	5	35	15	35	0	0	0	0
	point1003	1003										
Rd147 ; EB 8th Freeman-Linn(4)11	point1006	1006	456	35	3	35	10	35	0	0	0	0
	point1011	1011										
Rd149 ; EB 8th Linn-Ramps(3)11	point1014	1014	419	35	3	35	9	35	0	0	0	0
	point1015	1015										
Rd150 ; EB 8th Off to Gest(1)11	point1016	1016	165	35	2	35	3	35	0	0	0	0
	point1017	1017	165	35	2	35	3	35	0	0	0	0
	point1019	1019	165	35	2	35	3	35	0	0	0	0
	point1021	1021	165	35	2	35	3	35	0	0	0	0
	point1023	1023	165	35	2	35	3	35	0	0	0	0
	point1024	1024	165	35	2	35	3	35	0	0	0	0
	point1025	1025										
Rd151 ; EB 8th Off to 7th(2)11	point1026	1026	260	35	8	35	12	35	0	0	0	0
	point1030	1030	260	35	8	35	12	35	0	0	0	0
	point1031	1031	260	35	8	35	12	35	0	0	0	0
	point1032	1032	260	35	8	35	12	35	0	0	0	0
	point1033	1033	260	35	8	35	12	35	0	0	0	0
	point1034	1034	260	35	8	35	12	35	0	0	0	0
	point1035	1035	260	35	8	35	12	35	0	0	0	0
	point1036	1036										
Rd152 ; 8th Viad 9th-wb 8th(2)11	point1037	1037	679	35	5	35	15	35	0	0	0	0
	point1038	1038	679	35	5	35	15	35	0	0	0	0
	point1039	1039	679	35	5	35	15	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1042	1042	679	35	5	35	15	35	0	0	0	0
	point1043	1043										
Rd153 ; WB 8th Via-Linn(3)11	point1044	1044	679	35	5	35	15	35	0	0	0	0
	point1045	1045										
Rd155 ; WB 8th Linn-Freeman(4)11	point1048	1048	949	35	7	35	21	35	0	0	0	0
	point1054	1054	949	35	7	35	21	35	0	0	0	0
	point1055	1055										
Rd157 ; WB 8th Freeman-Dalton(4)11	point1058	1058	698	35	5	35	16	35	0	0	0	0
	point1063	1063										
Rd158 ; EB Gest Dalton-Western(2)11	point1064	1064	274	35	2	35	3	35	0	0	0	0
	point1066	1066	274	35	2	35	3	35	0	0	0	0
	point1068	1068	274	35	2	35	3	35	0	0	0	0
	point1069	1069										
Rd159 ; EB Gest Western-Freeman(2)11	point1070	1070	417	35	5	35	8	35	0	0	0	0
	point1071	1071										
Rd160 ; EB gest @ Freeman(2)11	point1072	1072	417	35	5	35	8	35	0	0	0	0
	point1073	1073										
Rd161 ; EB Gest Freeman-Up_Dn(2)11	point1074	1074	235	35	2	35	3	35	0	0	0	0
	point1075	1075	235	35	2	35	3	35	0	0	0	0
	point1076	1076										
Rd162 ; EB Gest Split-On fr 8th(2)11	point1077	1077	107	35	1	35	2	35	0	0	0	0
	point1078	1078	107	35	1	35	2	35	0	0	0	0
	point1080	1080	107	35	1	35	2	35	0	0	0	0
	point1081	1081	107	35	1	35	2	35	0	0	0	0
	point1083	1083	107	35	1	35	2	35	0	0	0	0
	point1084	1084	107	35	1	35	2	35	0	0	0	0
	point1085	1085	107	35	1	35	2	35	0	0	0	0
	point1086	1086	107	35	1	35	2	35	0	0	0	0
	point1087	1087	107	35	1	35	2	35	0	0	0	0
	point1088	1088	107	35	1	35	2	35	0	0	0	0
	point1089	1089										
Rd163 ; SB Gest 8th On-Und 6th(3)11	point1090	1090	97	35	1	35	2	35	0	0	0	0
	point1091	1091										
Rd164 ; SB Gest 6th-Linn (2)11	point1092	1092	196	35	2	35	2	35	0	0	0	0
	point1093	1093	196	35	2	35	2	35	0	0	0	0
	point1094	1094	196	35	2	35	2	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1095	1095	196	35	2	35	2	35	0	0	0	0
	point1096	1096	196	35	2	35	2	35	0	0	0	0
	point1097	1097	196	35	2	35	2	35	0	0	0	0
	point1098	1098	196	35	2	35	2	35	0	0	0	0
	point1099	1099										
Rd166 ; SB Gest Linn-Pete Rose(1)11	point1102	1102	97	35	1	35	2	35	0	0	0	0
	point1103	1103	97	35	1	35	2	35	0	0	0	0
	point1106	1106	97	35	1	35	2	35	0	0	0	0
	point1107	1107	97	35	1	35	2	35	0	0	0	0
	point1109	1109										
Rd168 ; WB Pete Rose Gest-Mehring(2)11	point1112	1112	97	35	1	35	2	35	0	0	0	0
	point1114	1114										
Rd169 ; NB Gest Pete Rose-Linn(1)11	point1115	1115	107	35	1	35	2	35	0	0	0	0
	point1118	1118	107	35	1	35	2	35	0	0	0	0
	point1119	1119	107	35	1	35	2	35	0	0	0	0
	point1122	1122	107	35	1	35	2	35	0	0	0	0
	point1123	1123	107	35	1	35	2	35	0	0	0	0
	point1124	1124										
Rd172 ; NB Gest linn-2Lane(1)11	point1129	1129	255	35	2	35	3	35	0	0	0	0
	point1130	1130	255	35	2	35	3	35	0	0	0	0
	point1131	1131	255	35	2	35	3	35	0	0	0	0
	point1132	1132										
Rd173 ; NB Gest On fr Linn(1)11	point1133	1133	255	35	2	35	3	35	0	0	0	0
	point1134	1134	255	35	2	35	3	35	0	0	0	0
	point1136	1136	255	35	2	35	3	35	0	0	0	0
	point1137	1137	255	35	2	35	3	35	0	0	0	0
	point1138	1138										
Rd174 ; NB Gest Linn On-6th Ex(2)11	point1139	1139	255	35	2	35	3	35	0	0	0	0
	point1140	1140	255	35	2	35	3	35	0	0	0	0
	point1141	1141	255	35	2	35	3	35	0	0	0	0
	point1142	1142	255	35	2	35	3	35	0	0	0	0
	point1143	1143	255	35	2	35	3	35	0	0	0	0
	point1144	1144										
Rd175 ; NB Gest 6th Exp-Off to 7th(2)11	point1145	1145	107	35	1	35	2	35	0	0	0	0
	point1146	1146										
Rd176 ; NB Gest 7th Off-Up/Dn (2)11	point1147	1147	107	35	1	35	2	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1148	1148	107	35	1	35	2	35	0	0	0	0
	point1149	1149	107	35	1	35	2	35	0	0	0	0
	point1150	1150	107	35	1	35	2	35	0	0	0	0
	point1151	1151	107	35	1	35	2	35	0	0	0	0
	point1152	1152										
Rd177 ; NB Gest Up to Linn(2)11	point1153	1153	107	35	1	35	2	35	0	0	0	0
	point1154	1154	107	35	1	35	2	35	0	0	0	0
	point1155	1155	107	35	1	35	2	35	0	0	0	0
	point1157	1157										
Rd178 ; SB Gest Up to Linn(2)11	point1158	1158	107	35	1	0	2	35	0	0	0	0
	point1159	1159	107	35	1	35	2	35	0	0	0	0
	point1160	1160	107	35	1	35	2	35	0	0	0	0
	point1162	1162	107	35	1	35	2	35	0	0	0	0
	point1163	1163										
Rd179 ; NB Gest Under Linn to Freem(2)11	point1164	1164	235	35	2	35	3	35	0	0	0	0
	point1165	1165	235	35	2	35	3	35	0	0	0	0
	point1166	1166	235	35	2	35	3	35	0	0	0	0
	point1167	1167	235	35	2	35	3	35	0	0	0	0
	point1168	1168	235	35	2	35	3	35	0	0	0	0
	point1169	1169	235	35	2	35	3	35	0	0	0	0
	point1170	1170										
Rd 180 NB Gest @ Freeman(2)11	point1171	1171	417	35	5	35	8	35	0	0	0	0
	point1172	1172										
Rd181 ; NB Gest Free-Western(3)11	point1173	1173	417	35	5	35	8	35	0	0	0	0
	point1174	1174										
Rd182 ; NB Gest Western-Dalton(2)11	point1175	1175	274	35	2	35	3	35	0	0	0	0
	point1176	1176	274	35	2	35	3	35	0	0	0	0
	point1178	1178	274	35	2	35	3	35	0	0	0	0
	point1180	1180										
Rd183 ; SB Spr Gr Alfred-(3)11	point1181	1181	580	35	10	35	15	35	0	0	0	0
	point1182	1182	580	35	10	35	15	35	0	0	0	0
	point1183	1183	580	35	10	35	15	35	0	0	0	0
	point1184	1184	580	35	10	35	15	35	0	0	0	0
	point1185	1185	580	35	10	35	15	35	0	0	0	0
	point1187	1187										
Rd184 ; SB Spr Gr loe Western(3)11	point1188	1188	580	35	10	35	15	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1189	1189	580	35	10	35	15	35	0	0	0	0
	point1190	1190	580	35	10	35	15	35	0	0	0	0
	point1191	1191										
Rd185 ; SB Spr Gr Harrison-Bank(3)11	point1192	1192	580	35	10	35	15	35	0	0	0	0
	point1194	1194	580	35	10	35	15	35	0	0	0	0
	point1195	1195										
Rd186 ; SB Spr Gr @ bank(3)11	point1196	1196	873	35	11	35	16	35	0	0	0	0
	point1197	1197										
Rd187 ; SB Dalton bank-findlay(2)11	point1198	1198	580	35	10	35	15	35	0	0	0	0
	point1199	1199	580	35	10	35	15	35	0	0	0	0
	point1200	1200	580	35	10	35	15	35	0	0	0	0
	point1201	1201	580	35	10	35	15	35	0	0	0	0
	point1203	1203	580	35	10	35	15	35	0	0	0	0
	point1205	1205	580	35	10	35	15	35	0	0	0	0
	point1206	1206	580	35	10	35	15	35	0	0	0	0
	point1207	1207										
Rd189 ; SB Dalton Finlay-liberty(2)11	point1210	1210	580	35	10	35	15	35	0	0	0	0
	point1211	1211										
Rd190 ; SB Dalton @ liberty(2)11	point1212	1212	931	35	12	35	17	35	0	0	0	0
	point1213	1213										
Rd191 ; SB Dalton findlay-kenner(2)11	point1214	1214	580	35	10	35	15	35	0	0	0	0
	point1215	1215	580	35	10	35	15	35	0	0	0	0
	point1217	1217										
Rd192 ; NB Dalton kenner-court(1)11	point1218	1218	446	35	6	35	8	35	0	0	0	0
	point1219	1219										
Rd193 ; NB Dalton Court-Liberty(2)11	point1220	1220	446	35	6	35	8	35	0	0	0	0
	point1221	1221	446	35	6	35	8	35	0	0	0	0
	point1223	1223										
Rd194 ; NB Dalton @ liberty(2)11	point1224	1224	660	35	8	35	12	35	0	0	0	0
	point1225	1225										
Rd195 ; NB Dalton liberty-findlay(2)11	point1226	1226	660	35	8	35	12	35	0	0	0	0
	point1227	1227	660	35	8	35	12	35	0	0	0	0
	point1228	1228										
Rd197 ; NB Dalton findlay-bank(2)11	point1231	1231	563	35	7	35	10	35	0	0	0	0
	point1232	1232	563	35	7	35	10	35	0	0	0	0
	point1233	1233	563	35	7	35	10	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1235	1235	563	35	7	35	10	35	0	0	0	0
	point1237	1237	563	35	7	35	10	35	0	0	0	0
	point1238	1238	563	35	7	35	10	35	0	0	0	0
	point1239	1239	563	35	7	35	10	35	0	0	0	0
	point1240	1240	563	35	7	35	10	35	0	0	0	0
	point1241	1241										
Rd198 ; NB Dalton @ bank(2)11	point1242	1242	825	35	10	35	15	35	0	0	0	0
	point1243	1243										
Rd199 ; NB Spr Gr bank-Harrison(3)11	point1244	1244	330	35	10	35	15	35	0	0	0	0
	point1245	1245	330	35	10	35	15	35	0	0	0	0
	point1249	1249										
Rd200 ; NB Spr Gr Harrison-Lower W(2)11	point1250	1250	330	35	10	35	15	35	0	0	0	0
	point1251	1251	330	35	10	35	15	35	0	0	0	0
	point1252	1252	330	35	10	35	15	35	0	0	0	0
	point1253	1253										
Rd201 ; NB Spr Gr fr Western(2)11	point1254	1254	330	35	10	35	15	35	0	0	0	0
	point1255	1255	330	35	10	35	15	35	0	0	0	0
	point1256	1256	330	35	10	35	15	35	0	0	0	0
	point1257	1257	330	35	10	35	15	35	0	0	0	0
	point1258	1258	330	35	10	35	15	35	0	0	0	0
	point1259	1259	330	35	10	35	15	35	0	0	0	0
	point1260	1260	330	35	10	35	15	35	0	0	0	0
	point1261	1261										
Rd202 ; SB Spr Gr 2lane-western(3)11	point1262	1262	580	35	10	35	15	35	0	0	0	0
	point1263	1263										
Rd203 ; WB Low Western fr Spr Gr(2)11	point1264	1264	776	35	10	35	14	35	0	0	0	0
	point1265	1265										
Rd204 ; WB low Western fr SB On(2)11	point1266	1266	1237	35	37	35	56	35	0	0	0	0
	point1267	1267	1237	35	37	35	56	35	0	0	0	0
	point1268	1268	1237	35	37	35	56	35	0	0	0	0
	point1269	1269										
Rd205 ; EB Low Western to SB Off(2)11	point1270	1270	670	35	20	35	30	35	0	0	0	0
	point1271	1271	670	35	20	35	30	35	0	0	0	0
	point1272	1272	670	35	20	35	30	35	0	0	0	0
	point1273	1273										
Rd206 ; EB Low Western to Spr Gr(2)11	point1274	1274	213	35	3	35	4	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1275	1275										
Rd207 ; NB Off fr W 9th St(1)11	point1276	1276	270	25	8	25	12	25	0	0	0	0
	point1277	1277	270	25	8	25	12	25	0	0	0	0
	point1278	1278	270	25	8	25	12	25	0	0	0	0
	point1280	1280	270	25	8	25	12	25	0	0	0	0
	point1282	1282	270	25	8	25	12	25	0	0	0	0
	point1283	1283										
Rd208 ; NB off Svc Rd-Winchell(1)11	point1284	1284	407	35	5	35	8	35	0	0	0	0
	point1285	1285	407	35	5	35	8	35	0	0	0	0
	point1286	1286	407	35	5	35	8	35	0	0	0	0
	point1287	1287	407	35	5	35	8	35	0	0	0	0
	point1288	1288	407	35	5	35	8	35	0	0	0	0
	point1289	1289										
Rd209 ; NB Ramp under linn to win(1)11	point1290	1290	677	35	13	35	20	35	0	0	0	0
	point1291	1291	677	35	13	35	20	35	0	0	0	0
	point1292	1292										
Rd210 ; NB ramp to Winchell(1)11	point1293	1293	207	35	3	35	4	35	0	0	0	0
	point1294	1294	207	35	3	35	4	35	0	0	0	0
	point1295	1295	207	35	3	35	4	35	0	0	0	0
	point1296	1296	207	35	3	35	4	35	0	0	0	0
	point1298	1298	207	35	3	35	4	35	0	0	0	0
	point1300	1300	207	35	3	35	4	35	0	0	0	0
	point1301	1301	207	35	3	35	4	35	0	0	0	0
	point1302	1302										
Rd211 ; NB Winchell to EB Ezzard(3)11	point1303	1303	236	35	3	35	5	35	0	0	0	0
	point1304	1304	236	35	3	35	5	35	0	0	0	0
	point1305	1305	236	35	3	35	5	35	0	0	0	0
	point1306	1306										
Rd212 ; NB Winhell EB Ezz-WB Ezz(3)11	point1307	1307	417	35	5	35	8	35	0	0	0	0
	point1308	1308										
Rd213 ; NB Winch Ezz-Off to 75(3)11	point1309	1309	747	35	9	35	14	35	0	0	0	0
	point1310	1310										
Rd214 ; NB Winch Off-liberty(3)11	point1311	1311	378	35	5	35	7	35	0	0	0	0
	point1312	1312	378	35	5	35	7	35	0	0	0	0
	point1313	1313	378	35	5	35	7	35	0	0	0	0
	point1314	1314	378	35	5	35	7	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1315	1315	378	35	5	35	7	35	0	0	0	0
	point1317	1317										
Rd216 ; NB Wich Liberty-findlay(3)11	point1320	1320	378	35	5	35	7	35	0	0	0	0
	point1321	1321	378	35	5	35	7	35	0	0	0	0
	point1322	1322	378	35	5	35	7	35	0	0	0	0
	point1323	1323	378	35	5	35	7	35	0	0	0	0
	point1324	1324	378	35	5	35	7	35	0	0	0	0
	point1693	1693										
Rd218 ; NB Winch Findlay-Bank(3)11	point1698	1698	378	35	5	35	7	35	0	0	0	0
	point1329	1329	378	35	5	35	7	35	0	0	0	0
	point1330	1330	378	35	5	35	7	35	0	0	0	0
	point1331	1331	378	35	5	35	0	35	0	0	0	0
	point1332	1332	378	35	5	35	7	35	0	0	0	0
	point1333	1333	378	35	5	35	7	35	0	0	0	0
	point1334	1334	378	35	5	35	7	35	0	0	0	0
	point1335	1335	378	35	5	35	7	35	0	0	0	0
	point1336	1336	378	35	5	35	7	35	0	0	0	0
	point1337	1337	378	35	5	35	7	35	0	0	0	0
	point1338	1338										
Rd219 ; NB Winchell @ Bank(3)11	point1339	1339	601	35	7	35	11	35	0	0	0	0
	point1340	1340										
Rd220 ; NB Winch Fr Bank(3)11	point1341	1341	572	35	7	35	11	35	0	0	0	0
	point1342	1342										
Rd221 ; NB Off fr Winchell(1)11	point1343	1343	378	35	5	35	7	35	0	0	0	0
	point1344	1344	378	35	5	35	7	35	0	0	0	0
	point1345	1345	378	35	5	35	7	35	0	0	0	0
	point1346	1346	378	35	5	35	7	35	0	0	0	0
	point1348	1348	378	35	5	35	7	35	0	0	0	0
	point1349	1349	378	35	5	35	7	35	0	0	0	0
	point1350	1350	378	35	5	35	7	35	0	0	0	0
	point1352	1352										
Rd222 ; EB Bank to Dalton(3)11	point1353	1353	68	35	1	35	1	35	0	0	0	0
	point1354	1354										
Rd 223 ; EB Bank @ Dalton (3)11	point1355	1355	194	35	2	35	4	35	0	0	0	0
	point1356	1356										
Rd224 ; EB Bank Dalt-Winch(3)11	point1357	1357	194	35	2	35	4	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1358	1358	194	35	2	35	4	35	0	0	0	0
	point1359	1359										
Rd225 ; EB Bank Fr Winchell(2)11	point1360	1360	127	35	1	35	2	35	0	0	0	0
	point1361	1361	127	35	1	35	2	35	0	0	0	0
	point1362	1362										
Rd226 ; WB Bank to Winchell(2)11	point1363	1363	265	35	2	35	3	35	0	0	0	0
	point1365	1365										
Rd227 ; WB Bank Winc-Dalton(2)11	point1366	1366	359	35	4	35	7	35	0	0	0	0
	point1369	1369										
Rd228 ; WB bank @ Dalton(2)11	point1370	1370	359	35	4	35	7	35	0	0	0	0
	point1371	1371										
Rd229 ; WB bank fr dalton(2)11	point1372	1372	78	35	1	35	1	35	0	0	0	0
	point1374	1374										
Rd230 ; EB Finlay to Dalton(2)11	point1375	1375	107	35	1	35	2	35	0	0	0	0
	point1376	1376	107	35	1	35	2	35	0	0	0	0
	point1377	1377										
Rd232 ; EB Findlay Dalton-Western(2)11	point1380	1380	243	35	3	35	5	35	0	0	0	0
	point1381	1381	243	35	3	35	5	35	0	0	0	0
	point1382	1382	243	35	3	35	5	35	0	0	0	0
	point1384	1384										
Rd233 ; EB Findlay Under 75(2)11	point1385	1385	176	35	1	35	2	35	0	0	0	0
	point1699	1699										
Rd234 ; EB Findlay fr Winchell(2)11	point1694	1694	147	35	1	35	2	35	0	0	0	0
	point1388	1388	147	35	1	35	2	35	0	0	0	0
	point1683	1683	147	35	1	35	2	35	0	0	0	0
	point1684	1684										
Rd235 ; WB Findlay to Winchell(2)11	point1389	1389	78	35	1	35	1	35	0	0	0	0
	point1390	1390	78	35	1	35	1	35	0	0	0	0
	point1680	1680	78	35	1	35	1	35	0	0	0	0
	point1697	1697										
Rd236 ; WB Findlay Winch-Western(2)11	point1700	1700	78	35	1	35	1	35	0	0	0	0
	point1392	1392										
Rd237 ; WB Findlay Western-On Ramp(2)11	point1393	1393	116	35	1	35	2	35	0	0	0	0
	point1395	1395										
Rd238 ; WB Findlay Western-Dalton(2)11	point1396	1396	116	35	1	35	2	35	0	0	0	0
	point1397	1397	116	35	1	35	2	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1398	1398										
Rd240 ; WB Findlay fr Dalton(2)11	point1401	1401	29	35	0	0	1	35	0	0	0	0
	point1402	1402	29	35	0	0	1	35	0	0	0	0
	point1403	1403	29	35	0	0	1	35	0	0	0	0
	point1404	1404										
Rd241 ; SB Rt fr Western(1)11	point1405	1405	150	35	3	35	4	35	0	0	0	0
	point1406	1406	150	35	3	35	4	35	0	0	0	0
	point1407	1407	150	35	3	35	4	35	0	0	0	0
	point1408	1408										
Rd242 ; SB Western to Findlay(2)11	point1409	1409	248	35	2	35	3	35	0	0	0	0
	point1410	1410										
Rd243 ; SB Western @ Findlay(2)11	point1411	1411	427	35	5	35	8	35	0	0	0	0
	point1412	1412										
Rd244 ; SB Western Findlay-liberty(3)11	point1413	1413	248	35	2	35	3	35	0	0	0	0
	point1414	1414	248	35	2	35	3	35	0	0	0	0
	point1415	1415										
Rd245 ; SB Western @ liberty(3)11	point1416	1416	340	35	4	35	6	35	0	0	0	0
	point1417	1417										
Rd246 ; Western Liberty-On fr 75(3)11	point1418	1418	340	35	4	35	6	35	0	0	0	0
	point1419	1419	340	35	4	35	6	35	0	0	0	0
	point1420	1420	340	35	4	35	6	35	0	0	0	0
	point1422	1422	340	35	4	35	6	35	0	0	0	0
	point1423	1423										
Rd247 ; Western On ramp-EB Ezz(3)11	point1424	1424	631	35	8	35	12	35	0	0	0	0
	point1425	1425	631	35	8	35	12	35	0	0	0	0
	point1426	1426	631	35	8	35	12	35	0	0	0	0
	point1427	1427										
Rd248 ; Western Wb Ezz-Eb Ezz(3)11	point1428	1428	660	35	8	35	12	35	0	0	0	0
	point1429	1429										
Rd249 ; Western EB Ezz-Off to 75(3)11	point1430	1430	553	35	7	35	10	35	0	0	0	0
	point1431	1431										
Rd250 ; Western 75 Off-Gest(3)11	point1432	1432	194	35	2	35	4	35	0	0	0	0
	point1433	1433	194	35	2	35	4	35	0	0	0	0
	point1434	1434	194	35	2	35	4	35	0	0	0	0
	point1435	1435										
Rd251 ; Western @ Gest(3)11	point1436	1436	194	35	2	35	4	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1437	1437										
Rd252 ; EB liberty @ dalton(2)11	point1438	1438	78	35	1	35	1	35	0	0	0	0
	point1439	1439										
Rd253 ; EB Liberty Dalton-Western(2)11	point1440	1440	175	35	2	35	3	35	0	0	0	0
	point1441	1441	175	35	2	35	3	35	0	0	0	0
	point1442	1442	175	35	2	35	3	35	0	0	0	0
	point1443	1443										
Rd254 ; EB Liberty western-winchell(3)11	point1444	1444	272	35	3	35	5	35	0	0	0	0
	point1445	1445	272	35	3	35	5	35	0	0	0	0
	point1446	1446										
Rd255 ; EB liberty fr winchell(2)11	point1447	1447	330	35	4	35	6	35	0	0	0	0
	point1448	1448										
Rd256 ; WB Liberty to Winchell(2)11	point1449	1449	534	35	7	35	10	35	0	0	0	0
	point1451	1451										
Rd257 ; WB liberty Winch-Western(2)11	point1452	1452	330	35	4	35	6	35	0	0	0	0
	point1454	1454	330	35	4	35	6	35	0	0	0	0
	point1455	1455										
Rd258 ; WB liberty western-dalton(2)11	point1456	1456	281	35	3	35	5	35	0	0	0	0
	point1457	1457	281	35	3	35	5	35	0	0	0	0
	point1458	1458										
Rd259 ; WB liberty @ Dalton(2)11	point1459	1459	281	35	3	35	5	35	0	0	0	0
	point1460	1460										
Rd260 ; WB Ezz Ch to Winchell(2)11	point1461	1461	412	35	3	35	5	35	0	0	0	0
	point1462	1462	412	35	3	35	5	35	0	0	0	0
	point1464	1464	412	35	3	35	5	35	0	0	0	0
	point1465	1465										
Rd 261 ; WB Ezz Ch Winch-Western(3)11	point1466	1466	78	35	1	35	1	35	0	0	0	0
	point1469	1469										
Rd262 ; WB Ezz Ch Fr Western(2)11	point1470	1470	49	35	1	35	1	35	0	0	0	0
	point1471	1471	49	35	1	35	1	35	0	0	0	0
	point1473	1473	49	35	1	35	1	35	0	0	0	0
	point1476	1476	49	35	1	35	1	35	0	0	0	0
	point1477	1477	49	35	1	35	1	35	0	0	0	0
	point1478	1478										
Rd263 ; EB Ezz Ch to western(2)11	point1479	1479	68	35	1	35	1	35	0	0	0	0
	point1480	1480	68	35	1	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1481	1481	68	35	1	35	1	35	0	0	0	0
	point1483	1483	68	35	1	35	1	35	0	0	0	0
	point1487	1487	68	35	1	35	1	35	0	0	0	0
	point1488	1488	68	35	1	35	1	35	0	0	0	0
	point1489	1489										
Rd264 ; EB Ezz Ch Western-Winchell(2)11	point1490	1490	223	35	3	35	4	35	0	0	0	0
	point1491	1491	223	35	3	35	4	35	0	0	0	0
	point1493	1493										
Rd265 ; EB Ezz Ch Fr Winchell(2)11	point1494	1494	245	35	2	35	3	35	0	0	0	0
	point1495	1495	245	35	2	35	3	35	0	0	0	0
	point1496	1496	245	35	2	35	3	35	0	0	0	0
	point1497	1497										
Rd268 ; NB Linn Gest W 6th(2)11	point1506	1506	372	35	11	35	17	35	0	0	0	0
	point1507	1507	372	35	11	35	17	35	0	0	0	0
	point1510	1510	372	35	11	35	17	35	0	0	0	0
	point1511	1511	372	35	11	35	17	35	0	0	0	0
	point1513	1513	372	35	11	35	0	35	0	0	0	0
	point1514	1514	372	35	11	35	17	35	0	0	0	0
	point1516	1516	372	35	11	35	17	35	0	0	0	0
	point1518	1518	372	35	11	35	17	35	0	0	0	0
	point1519	1519	372	35	11	35	17	35	0	0	0	0
	point1521	1521										
Rd269 ; NB Linn Off to 6th-On fr 6th(2)11	point1522	1522	223	35	7	35	10	35	0	0	0	0
	point1523	1523	223	35	7	35	10	35	0	0	0	0
	point1524	1524										
Rd270 ; NB Linn On fr 6th-8th(4)11	point1525	1525	493	35	15	35	22	35	0	0	0	0
	point1527	1527	493	35	15	35	22	35	0	0	0	0
	point1528	1528	493	35	15	35	22	35	0	0	0	0
	point1529	1529										
Rd272 ; NB Linn 8th-Court(3)11	point1532	1532	470	35	4	35	6	35	0	0	0	0
	point1533	1533	470	35	4	35	6	35	0	0	0	0
	point1534	1534	470	35	4	35	6	35	0	0	0	0
	point1535	1535										
Rd273 ; NB Linn fr Court(2)11	point1536	1536	470	35	4	35	6	35	0	0	0	0
	point1538	1538	470	35	4	35	6	35	0	0	0	0
	point1539	1539										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd274 ; SB Linn to Court(2)11	point1540	1540	316	35	8	35	16	35	0	0	0	0
	point1541	1541	316	35	8	35	16	35	0	0	0	0
	point1543	1543										
Rd275 ; SB Linn Court-8th(2)11	point1544	1544	316	35	8	35	16	35	0	0	0	0
	point1545	1545	316	35	8	35	16	35	0	0	0	0
	point1546	1546	316	35	8	35	16	35	0	0	0	0
	point1547	1547										
Rd277 ; SB Linn 8th-Dalton(4)11	point1550	1550	493	35	15	35	22	35	0	0	0	0
	point1551	1551	493	35	15	35	22	35	0	0	0	0
	point1553	1553	493	35	15	35	22	35	0	0	0	0
	point1554	1554										
Rd279 ; SB Linn Dalton-6th (3)11	point1557	1557	977	35	29	35	44	35	0	0	0	0
	point1558	1558	977	35	29	35	44	35	0	0	0	0
	point1559	1559										
Rd280 ; SB Linn 6th-5th(2)11	point1560	1560	437	35	13	35	20	35	0	0	0	0
	point1562	1562	437	35	13	35	20	35	0	0	0	0
	point1563	1563										
Rd281 ; SB Linn 5th-Gest(2)11	point1564	1564	437	35	13	35	20	35	0	0	0	0
	point1565	1565	437	35	13	35	20	35	0	0	0	0
	point1567	1567	437	35	13	35	20	35	0	0	0	0
	point1568	1568	437	35	13	35	20	35	0	0	0	0
	point1570	1570	437	35	13	35	20	35	0	0	0	0
	point1571	1571	437	35	13	35	20	35	0	0	0	0
	point1573	1573	437	35	13	35	20	35	0	0	0	0
	point1574	1574										
Rd283 ; EB 6th On Ramp(2)11	point1577	1577	718	35	9	35	13	35	0	0	0	0
	point1580	1580										
Rd 284 ; EB 6th On Ramp(1)11	point1581	1581	653	35	11	35	16	35	0	0	0	0
	point1584	1584	653	35	11	35	16	35	0	0	0	0
	point1585	1585										
Rd285 ; WB Off to linn Fr 6th(1)11	point1586	1586	233	35	3	35	4	35	0	0	0	0
	point1587	1587	233	35	3	35	4	35	0	0	0	0
	point1589	1589										
Rd286 ; WB Off to linn fr 6th(3)11	point1590	1590	233	35	3	35	4	35	0	0	0	0
	point1591	1591										
Rd287 ; NB 42/127 to 2nd(2)11	point1592	1592	279	35	8	35	13	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1593	1593	279	35	8	35	13	35	0	0	0	0
	point1595	1595										
Rd289 ; NB Smith 2nd-3rd(2)11	point1598	1598	279	35	8	35	13	35	0	0	0	0
	point1599	1599	279	35	8	35	13	35	0	0	0	0
	point1600	1600										
Rd290 ; SB Smith 3rd-2nd(1)11	point1601	1601	1070	35	32	35	48	35	0	0	0	0
	point1602	1602	1070	35	32	35	48	35	0	0	0	0
	point1603	1603										
Rd291 ; SB 42/127 fr 2nd(1)11	point1604	1604	1070	35	32	35	48	35	0	0	0	0
	point1605	1605	1070	35	32	35	48	35	0	0	0	0
	point1606	1606	1070	35	32	35	48	35	0	0	0	0
	point1607	1607										
Rd;294 NB Off fr Gest to 7th(1)11	point1608	1608	521	35	16	35	24	35	0	0	0	0
	point1609	1609	521	35	16	35	24	35	0	0	0	0
	point1610	1610										
Rd296;WB Mehring Way to Pete Rose(2)11	point1611	1611	136	25	2	25	3	25	0	0	0	0
	point1612	1612	136	25	2	25	3	25	0	0	0	0
	point1613	1613	136	25	2	25	3	25	0	0	0	0
	point1614	1614	136	25	2	25	3	25	0	0	0	0
	point1615	1615	136	25	2	25	3	25	0	0	0	0
	point1616	1616	136	25	2	25	3	25	0	0	0	0
	point1617	1617										
Rd298; SB Spr @ Low Western(2)11	point1620	1620	679	35	8	35	13	35	0	0	0	0
	point1621	1621										
Rd300; WB 3rd St(2)11	point1622	1622	1414	25	43	25	64	25	0	0	0	0
	point1623	1623	1414	25	43	25	64	25	0	0	0	0
	point1624	1624										
Rd301; 3 rd St to Vine(5)11	point1625	1625	1460	25	44	25	66	25	0	0	0	0
	point1626	1626										
Rdy302; EB Liberty(2)11	point1627	1627	330	35	4	35	6	35	0	0	0	0
	point1628	1628										
Rd303; WB Liberty(2)11	point1629	1629	534	35	7	35	10	35	0	0	0	0
	point1630	1630										
RD 294 W 4th Street(3)	point1674	1674	806	25	13	25	20	25	0	0	0	0
	point1686	1686										
Marshall Avenue EB	point1701	1701	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

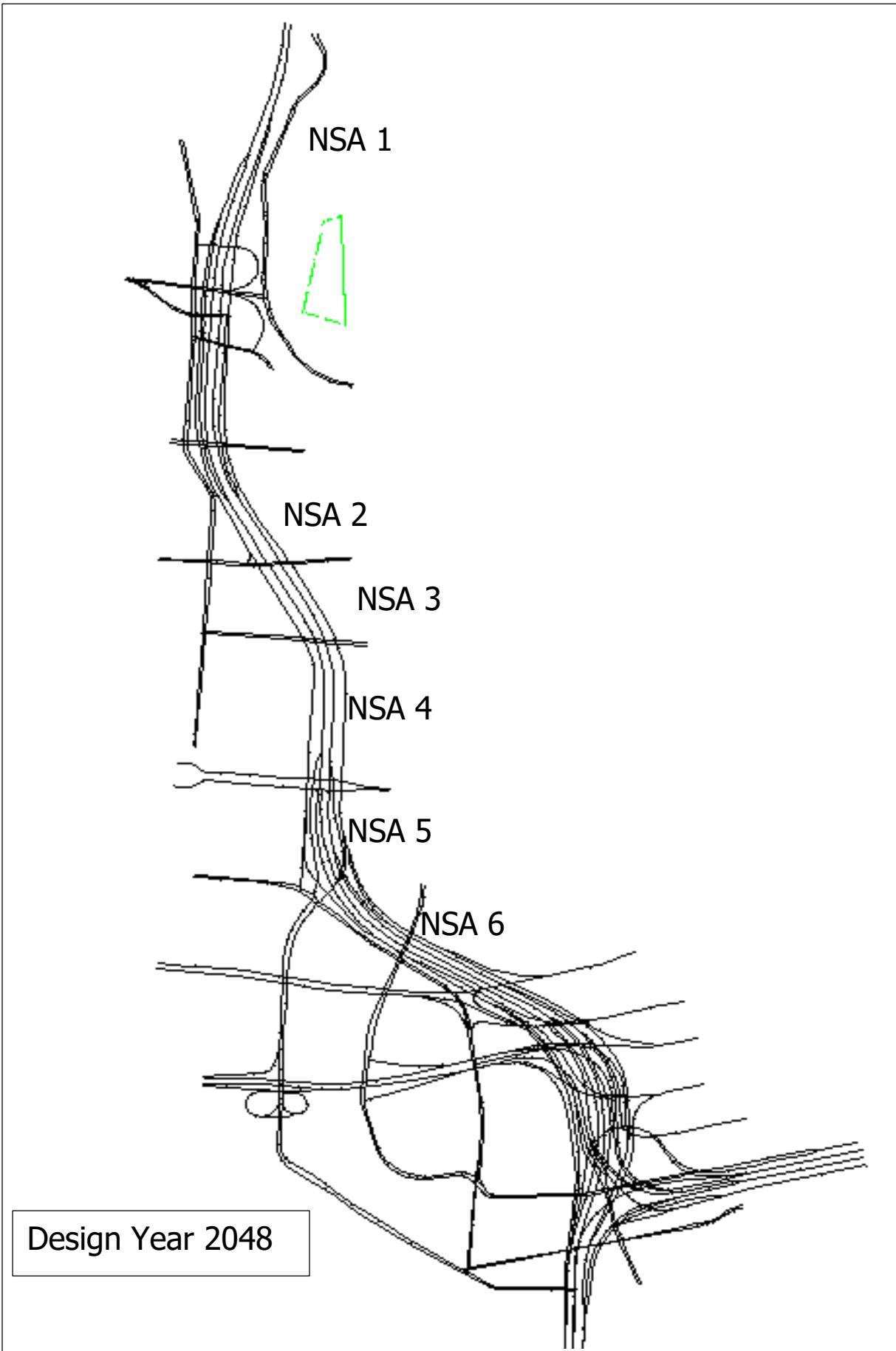
HAM-75-1.05 PID 113361

	point1702	1702	0	0	0	0	0	0	0	0	0	0	0
	point1703	1703	0	0	0	0	0	0	0	0	0	0	0
	point1724	1724	0	0	0	0	0	0	0	0	0	0	0
	point1725	1725											
Marshall Ave WB	point1704	1704	0	0	0	0	0	0	0	0	0	0	0
	point1705	1705	0	0	0	0	0	0	0	0	0	0	0
	point1706	1706	0	0	0	0	0	0	0	0	0	0	0
	point1726	1726	0	0	0	0	0	0	0	0	0	0	0
	point1727	1727											
Colerain Avenue	point1707	1707	0	0	0	0	0	0	0	0	0	0	0
	point1708	1708	0	0	0	0	0	0	0	0	0	0	0
	point1709	1709	0	0	0	0	0	0	0	0	0	0	0
	point1710	1710	0	0	0	0	0	0	0	0	0	0	0
	point1711	1711	0	0	0	0	0	0	0	0	0	0	0
	point1719	1719											
Heywood Street	point1712	1712	0	0	0	0	0	0	0	0	0	0	0
	point1713	1713	0	0	0	0	0	0	0	0	0	0	0
	point1714	1714											
Straight Street West	point1715	1715	0	0	0	0	0	0	0	0	0	0	0
	point1716	1716	0	0	0	0	0	0	0	0	0	0	0
	point1717	1717	0	0	0	0	0	0	0	0	0	0	0
	point1721	1721											
Straight Street-2	point1720	1720	0	0	0	0	0	0	0	0	0	0	0
	point1718	1718	0	0	0	0	0	0	0	0	0	0	0
	point1722	1722	0	0	0	0	0	0	0	0	0	0	0
	point1723	1723											
Straight Street East	point1728	1728	0	0	0	0	0	0	0	0	0	0	0
	point1729	1729	0	0	0	0	0	0	0	0	0	0	0
	point1730	1730											
Hastead Street	point1731	1731	0	0	0	0	0	0	0	0	0	0	0
	point1732	1732	0	0	0	0	0	0	0	0	0	0	0
	point1733	1733	0	0	0	0	0	0	0	0	0	0	0
	point1738	1738	0	0	0	0	0	0	0	0	0	0	0
	point1739	1739											
Addison Street	point1734	1734	0	0	0	0	0	0	0	0	0	0	0
	point1735	1735	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes**HAM-75-1.05 PID 113361**

	point1736	1736	0	0	0	0	0	0	0	0	0	0
	point1737	1737										
Tafel Street	point1740	1740	0	0	0	0	0	0	0	0	0	0
	point1741	1741										
MCMicken Ave	point1742	1742	0	0	0	0	0	0	0	0	0	0
	point1743	1743	0	0	0	0	0	0	0	0	0	0
	point1744	1744	0	0	0	0	0	0	0	0	0	0
	point1745	1745										

Design Year 2048



Common Files to all Design Year NSAs

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Lawhon & Associates CMCox					22 April 2022 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:	HAM-75-1.05 PID 113361										
RUN:	Design Year Build Alternative I										
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles	Pvmt Type
	ft				ft	ft	ft		Affected	%	On Struct?
Rd45 ; SB Ramp western-SB 75(1)1/1	12.0	point1	1	5,266,249.0	4,293,274.0	496.50					Average
		point2	2	5,266,262.5	4,293,187.5	494.00					Average
		point3	3	5,266,241.0	4,292,848.0	494.30					Average
		point4	4	5,266,244.0	4,292,775.0	495.10					Average
		point5	5	5,266,264.0	4,292,680.0	493.50					Average
		point6	6	5,266,299.0	4,292,599.0	490.00					Average
		point7	7	5,266,346.0	4,292,527.0	489.00					Average
		point8	8	5,266,716.0	4,292,087.0	493.00					Average
		point9	9	5,266,862.0	4,291,944.0	496.00					Average
		point10	10	5,266,942.0	4,291,920.0	498.00					
Rd55 ; 2nd St to On fr SB 75(1)1/1	12.0	point11	11	5,269,444.5	4,288,749.0	517.50					Average
		point12	12	5,269,590.0	4,288,788.0	514.00					Average
		point13	13	5,269,827.0	4,288,851.0	516.00					Average
		point14	14	5,270,057.0	4,288,928.0	528.00					
Rd56 ; 2nd St SB On-NB On(3)1/1	36.0	point15	15	5,270,057.0	4,288,928.0	528.00					Average
		point16	16	5,270,186.0	4,288,966.0	529.00					Average
		point17	17	5,270,561.0	4,289,077.0	530.10					
Rd 57 ; 2nd St Fr NB On(5)1/1	60.0	point18	18	5,270,561.0	4,289,077.0	530.10					Average
		point19	19	5,270,762.0	4,289,142.0	534.50					Average
		point20	20	5,270,999.0	4,289,189.0	516.50					Average
		point21	21	5,271,095.0	4,289,210.0	514.50					Average
		point22	22	5,271,550.0	4,289,307.5	513.00					Average
		point23	23	5,272,008.0	4,289,406.0	513.00					
Rd58 ; EB P Rose Meh-Rose(2)1/1	24.0	point24	24	5,267,897.0	4,288,247.0	485.00					Average
		point25	25	5,267,961.0	4,288,273.0	485.50					Average

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point26	26	5,268,355.0	4,288,352.0	487.00				Average	
		point27	27	5,269,022.5	4,288,485.0	486.00					
Rd59 ; EB P Rose Rose-Cent(2)1/1	24.0	point28	28	5,269,022.5	4,288,485.0	486.00				Average	
		point29	29	5,270,269.0	4,288,739.5	489.00					
Rd60 ; EB P Rose fr Central(2)1/1	24.0	point30	30	5,270,269.0	4,288,739.5	489.00				Average	
		point31	31	5,270,384.0	4,288,765.0	489.00				Average	
		point32	32	5,270,438.0	4,288,786.0	489.50				Average	
		point33	33	5,270,499.0	4,288,817.0	490.00				Average	
		point34	34	5,270,604.0	4,288,887.0	490.50				Average	
		point35	35	5,270,649.0	4,288,908.0	490.80				Average	
		point36	36	5,270,703.5	4,288,930.0	491.30				Average	
		point37	37	5,270,753.0	4,288,942.5	491.30					
Rd61 ; WB P Rose to Central(2)1/1	24.0	point38	38	5,270,742.0	4,288,972.0	491.50				Average	
		point39	39	5,270,698.0	4,288,958.5	491.50				Average	
		point40	40	5,270,639.0	4,288,936.0	491.00				Average	
		point41	41	5,270,579.0	4,288,907.0	490.50				Average	
		point42	42	5,270,555.0	4,288,880.0	490.50				Average	
		point43	43	5,270,507.0	4,288,847.0	490.00				Average	
		point44	44	5,270,450.0	4,288,815.0	490.00				Average	
		point45	45	5,270,388.0	4,288,790.0	489.50				Average	
		point46	46	5,270,315.0	4,288,769.0	489.50				Average	
		point47	47	5,270,263.5	4,288,765.0	489.00					
Rd62 ; WB P Rose Cent-Meh(2)1/1	24.0	point48	48	5,270,263.5	4,288,765.0	489.00				Average	
		point49	49	5,270,213.0	4,288,761.0	489.00				Average	
		point50	50	5,269,507.0	4,288,602.0	488.00				Average	
		point51	51	5,269,018.0	4,288,504.0	486.00					
Rd63 ; WB P Rose fr Rose St(2)1/1	24.0	point52	52	5,269,018.0	4,288,504.0	486.00				Average	
		point53	53	5,268,353.0	4,288,372.0	487.00				Average	
		point54	54	5,267,948.0	4,288,292.0	485.50				Average	
		point55	55	5,267,942.0	4,288,291.0	485.50					
Rd69 ; EB 71 Fr SB 75 On(4)1/1	48.0	point56	56	5,270,725.0	4,289,236.0	506.90				Average	
		point57	57	5,271,341.0	4,289,363.0	489.50				Average	
		point58	58	5,271,989.0	4,289,499.0	493.00					
Rd71 ; 3rd ST to Race(5)1/1	60.0	point59	59	5,271,911.0	4,289,654.0	513.50				Average	
		point60	60	5,271,723.0	4,289,614.0	512.00				Average	
		point61	61	5,271,537.0	4,289,575.0	513.50					
Rd72 ; 3rd St Race-Elm(3)1/1	36.0	point62	62	5,271,537.0	4,289,575.0	513.50				Average	
		point63	63	5,271,446.0	4,289,567.5	513.50				Average	
		point64	64	5,271,327.0	4,289,547.0	512.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point65	65	5,271,039.0	4,289,492.0	515.00					
Rd73 ; 3rd St Fr Elm(3)1/1	36.0	point66	66	5,271,039.0	4,289,492.0	515.00				Average	
		point67	67	5,270,991.0	4,289,483.0	514.50				Average	
		point68	68	5,270,881.0	4,289,456.0	513.50					
Rd74 ; 3rd to Plum(4)1/1	24.0	point69	69	5,270,881.0	4,289,456.0	513.50				Average	
		point70	70	5,270,592.0	4,289,394.0	511.50					
Rd75 ; WB 3rd St Plum-Central(2)1/1	24.0	point71	71	5,270,592.0	4,289,394.0	511.50				Average	
		point72	72	5,270,140.0	4,289,316.0	508.50					
Rd76 ; WB 3rd Central-Smith(2)1/1	24.0	point73	73	5,270,140.0	4,289,316.0	508.50				Average	
		point74	74	5,269,362.5	4,289,150.0	503.20					
Rd77 ; WB 3rd St Fr Smith(2)1/1	24.0	point75	75	5,269,313.0	4,289,145.0	503.20				Average	
		point76	76	5,269,284.0	4,289,141.0	502.00				Average	
		point77	77	5,269,075.0	4,289,099.0	500.50				Average	
		point78	78	5,269,017.0	4,289,095.0	500.00				Average	
		point79	79	5,268,260.5	4,289,071.0	493.00				Average	
		point80	80	5,268,198.0	4,289,079.0	492.50				Average	
		point81	81	5,268,171.0	4,289,086.0	492.50				Average	
		point82	82	5,268,140.0	4,289,101.0	492.50				Average	
		point83	83	5,268,112.0	4,289,123.0	493.00				Average	
		point84	84	5,268,087.0	4,289,150.0	493.50				Average	
		point85	85	5,268,021.0	4,289,237.0	495.00					
Rd78 ; EB 3rd to Smith(2)1/1	24.0	point86	86	5,268,005.0	4,289,186.0	493.50				Average	
		point87	87	5,268,069.0	4,289,107.0	492.50				Average	
		point88	88	5,268,099.0	4,289,082.0	492.50				Average	
		point89	89	5,268,150.0	4,289,060.0	492.50				Average	
		point90	90	5,268,203.0	4,289,049.0	492.50				Average	
		point91	91	5,269,060.0	4,289,075.0	500.00				Average	
		point92	92	5,269,136.0	4,289,083.0	500.50				Average	
		point93	93	5,269,329.0	4,289,122.0	502.50					
Rd79 ; EB 3rd Smith-central(2)1/1	24.0	point94	94	5,269,361.0	4,289,129.0	502.50				Average	
		point95	95	5,270,146.0	4,289,288.0	508.50					
Rd80 ; WB 71 to Off to SB 75(4)1/1	48.0	point96	96	5,271,974.0	4,289,570.0	513.50				Average	
		point97	97	5,271,319.5	4,289,429.0	489.50				Average	
		point98	98	5,270,776.0	4,289,321.0	507.00					
Rd86 ; 6th to NB off Ramp(4)1/1	48.0	point99	99	5,270,279.0	4,290,788.0	551.20				Average	
		point100	100	5,270,113.0	4,290,758.0	552.00				Average	
		point101	101	5,269,874.0	4,290,714.0	550.90					
Rd89 ; 5th fr On ramp-Central(4)1/1	48.0	point102	102	5,269,823.0	4,290,168.0	547.70				Average	Y
		point103	103	5,269,878.0	4,290,182.0	547.50				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point104	104	5,269,975.0	4,290,210.0	547.50					
Rd90 ; 5th fr Central(3)1/1	36.0	point105	105	5,269,975.0	4,290,210.0	547.50				Average	
		point106	106	5,270,182.0	4,290,252.0	549.00				Average	
		point107	107	5,270,354.0	4,290,288.0	546.50					
Rd91 ; EB 6th Exp'y to EB On(2)1/1	24.0	point108	108	5,265,201.0	4,290,297.0	510.00				Average	Y
		point109	109	5,265,427.5	4,290,297.5	507.50				Average	Y
		point110	110	5,265,801.0	4,290,290.0	498.00				Average	
		point111	111	5,266,187.0	4,290,261.0	512.00				Average	Y
		point112	112	5,266,422.0	4,290,242.0	528.00					
Rd92 ; EB 6th Exp On- Linn On(3)1/1	36.0	point113	113	5,266,422.0	4,290,242.0	528.00				Average	Y
		point114	114	5,266,620.5	4,290,242.0	533.50				Average	Y
		point115	115	5,266,796.0	4,290,251.0	536.00				Average	Y
		point116	116	5,266,959.0	4,290,271.0	535.00				Average	Y
		point117	117	5,267,361.0	4,290,338.0	532.00				Average	
		point118	118	5,267,876.0	4,290,435.0	544.60					
Rd93 ; EN 6th Exp Over Gest(4)1/1	48.0	point119	119	5,267,876.0	4,290,435.0	546.50				Average	Y
		point120	120	5,268,087.0	4,290,486.0	548.50				Average	Y
		point121	121	5,268,209.0	4,290,512.0	549.00					
Rd99 ; WB 6th to Off to Linn(4)1/1	48.0	point122	122	5,268,771.0	4,290,729.0	558.00				Average	Y
		point123	123	5,268,685.0	4,290,720.0	555.00				Average	Y
		point124	124	5,268,600.5	4,290,705.0	554.00				Average	Y
		point125	125	5,268,534.0	4,290,692.0	552.60				Average	
		point126	126	5,268,372.5	4,290,651.0	551.50					
Rd100 ; WB 6th Exp'y fr Linn Off(3)1/1	36.0	point127	127	5,267,718.0	4,290,498.0	541.00				Average	
		point128	128	5,267,641.0	4,290,472.0	538.50				Average	
		point129	129	5,267,322.0	4,290,400.0	532.00				Average	
		point130	130	5,267,081.0	4,290,346.0	533.00				Average	
		point131	131	5,266,964.0	4,290,325.0	534.00				Average	Y
		point132	132	5,266,820.0	4,290,308.0	535.00				Average	Y
		point133	133	5,266,655.0	4,290,296.0	535.00				Average	Y
		point134	134	5,266,445.0	4,290,295.0	531.00				Average	Y
		point135	135	5,266,164.0	4,290,312.0	514.00				Average	Y
		point136	136	5,265,728.0	4,290,347.0	500.00				Average	
		point137	137	5,265,568.0	4,290,354.5	503.00				Average	
		point138	138	5,265,420.0	4,290,356.0	508.00				Average	Y
		point139	139	5,265,198.0	4,290,363.0	510.00					
Rd102 ; NB Off fr Gest to 7th(1)1/1	12.0	point140	140	5,267,958.0	4,290,786.0	534.00				Average	
		point141	141	5,267,961.0	4,290,897.0	533.00				Average	
		point142	142	5,267,970.0	4,290,928.0	533.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point143	143	5,267,987.0	4,290,949.0	534.00				Average	
		point144	144	5,268,020.0	4,290,965.0	535.00				Average	
		point145	145	5,268,055.0	4,290,967.0	536.00				Average	
		point146	146	5,268,317.0	4,290,943.0	540.00				Average	
		point147	147	5,268,413.0	4,290,941.0	542.00					
Rd104 ; 7th Central-Plum(4)1/1	48.0	point148	148	5,269,760.0	4,291,116.0	548.80				Average	
		point149	149	5,269,799.0	4,291,125.0	548.80				Average	
		point150	150	5,270,154.0	4,291,196.0	551.00					
Rd106 ; EB W Mehring (2)1/1	24.0	point151	151	5,266,554.0	4,289,071.0	487.50				Average	
		point152	152	5,266,693.5	4,288,951.0	487.00				Average	
		point153	153	5,266,833.0	4,288,856.0	486.00				Average	
		point154	154	5,267,343.5	4,288,540.0	485.50				Average	
		point155	155	5,267,623.0	4,288,367.0	486.00				Average	
		point156	156	5,268,077.0	4,288,108.0	487.00				Average	
		point157	157	5,268,150.0	4,288,071.0	486.50				Average	
		point158	158	5,268,201.5	4,288,054.0	487.00				Average	
		point159	159	5,268,247.0	4,288,049.0	487.00				Average	
		point160	160	5,268,428.0	4,288,049.0	487.00				Average	
		point161	161	5,268,777.0	4,288,046.0	487.50				Average	
		point162	162	5,269,045.0	4,288,044.0	488.80					
Rd107 ; WB Mehring Way fr Pete Ros(2)1/1	24.0	point163	163	5,267,870.5	4,288,264.0	485.00				Average	
		point164	164	5,267,318.0	4,288,604.0	485.50				Average	
		point165	165	5,266,990.0	4,288,805.0	485.50				Average	
		point166	166	5,266,714.0	4,288,986.0	487.00				Average	
		point167	167	5,266,559.0	4,289,123.0	488.50					
Rd108 ; 9th to NB Off to 75(4)1/1	48.0	point168	168	5,269,635.0	4,291,726.0	545.50				Average	
		point169	169	5,269,507.0	4,291,686.0	544.50				Average	
		point170	170	5,269,371.5	4,291,633.0	543.50				Average	
		point171	171	5,269,271.0	4,291,597.0	543.00				Average	
		point172	172	5,269,163.0	4,291,564.0	542.50				Average	
		point173	173	5,268,737.5	4,291,472.0	540.70					
Rd109 ; W 8th NB Off-SB Off(3)1/1	36.0	point174	174	5,268,737.5	4,291,472.0	540.70				Average	Y
		point175	175	5,268,080.5	4,291,328.5	541.60					
RD119 ; NB Freeman Mehring-SB On(2)1/1	24.0	point176	176	5,266,137.0	4,289,410.0	485.50				Average	
		point177	177	5,266,077.0	4,289,448.0	485.50				Average	
		point178	178	5,266,042.0	4,289,486.0	485.50				Average	
		point179	179	5,266,018.5	4,289,522.0	486.00				Average	
		point180	180	5,266,000.0	4,289,571.0	487.50				Average	
		point181	181	5,265,991.0	4,289,607.0	489.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point182	182	5,265,989.0	4,289,644.0	491.00				Average	
		point183	183	5,266,006.0	4,289,938.0	507.00					
Rd120 ; NB Freem SB On-NB On(2)1/1	12.0	point184	184	5,266,006.0	4,289,938.0	507.00				Average	
		point185	185	5,266,007.0	4,290,070.0	514.50					
Rd121 ; NB Freem On -8th(2)1/1	24.0	point186	186	5,266,007.0	4,290,070.0	514.50				Average	
		point187	187	5,266,009.0	4,290,144.0	519.00				Average	Y
		point188	188	5,266,009.0	4,290,297.0	529.00				Average	Y
		point189	189	5,266,009.0	4,290,451.0	530.00				Average	Y
		point190	190	5,266,009.0	4,290,672.0	530.00				Average	
		point191	191	5,266,024.0	4,290,847.0	520.00				Average	Y
		point192	192	5,266,049.0	4,291,180.0	507.50				Average	
		point193	193	5,266,059.5	4,291,397.0	505.50					
Rd122 ; NB Freem @ 8th(2)1/1	24.0	point194	194	5,266,059.5	4,291,397.0	505.50				Average	
		point195	195	5,266,065.0	4,291,454.0	505.00					
Rd123 ; NB Freeman 8th-Gest(4)1/1	48.0	point196	196	5,266,065.0	4,291,454.0	505.00				Average	
		point197	197	5,266,083.0	4,291,622.0	503.00				Average	
		point198	198	5,266,098.0	4,291,741.0	502.00				Average	
		point199	199	5,266,114.0	4,291,809.0	501.50				Average	
		point200	200	5,266,138.0	4,291,886.0	501.00				Average	
		point201	201	5,266,185.0	4,291,996.0	502.00				Average	
		point202	202	5,266,235.0	4,292,083.5	504.00				Average	
		point203	203	5,266,307.0	4,292,178.0	506.00				Average	
		point204	204	5,266,354.0	4,292,251.0	508.00				Average	
		point205	205	5,266,365.0	4,292,260.0	508.50					
Rd124 ; NB Freeman @ Gest(4)1/1	48.0	point206	206	5,266,365.0	4,292,260.0	508.50				Average	
		point207	207	5,266,390.0	4,292,282.0	508.50					
Rd127 ; SB Freeman @ Gest(4)1/1	48.0	point208	208	5,266,330.0	4,292,345.0	508.00				Average	
		point209	209	5,266,323.0	4,292,294.0	507.50					
Rd128 ; SB Freem Gest-8th(4)1/1	48.0	point210	210	5,266,322.0	4,292,295.0	507.50				Average	
		point211	211	5,266,225.0	4,292,181.0	505.50				Average	
		point212	212	5,266,156.0	4,292,076.0	503.00				Average	
		point213	213	5,266,103.0	4,291,969.0	501.00				Average	
		point214	214	5,266,063.0	4,291,862.0	501.00				Average	
		point215	215	5,266,034.5	4,291,753.0	502.00				Average	
		point216	216	5,266,020.0	4,291,644.0	503.00				Average	
		point217	217	5,266,023.0	4,291,495.0	504.50				Average	
		point218	218	5,266,018.5	4,291,460.0	504.50					
Rd129 ; SB Freeman @ 8th(4)1/1	48.0	point219	219	5,266,018.5	4,291,460.0	504.50				Average	
		point220	220	5,266,014.0	4,291,403.0	505.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd130 ; SB Freeman fr 8th(3)1/1	36.0	point221	221	5,266,014.0	4,291,403.0	505.00				Average	
		point222	222	5,265,997.0	4,291,114.0	509.50					
Rd131 ; SB Freem to Off to WB 6th(2)1/1	24.0	point223	223	5,265,997.0	4,291,114.0	509.50				Average	
		point224	224	5,265,989.0	4,290,849.5	520.00				Average	Y
		point225	225	5,265,981.0	4,290,691.0	529.00					
Rd132 ; SB Freem 6th Off-6th On(2)1/1	24.0	point226	226	5,265,981.0	4,290,691.0	529.00				Average	Y
		point227	227	5,265,981.0	4,290,451.0	530.00				Average	Y
		point228	228	5,265,982.0	4,290,299.0	529.00				Average	Y
		point229	229	5,265,982.0	4,290,146.0	518.00				Average	Y
		point230	230	5,265,975.0	4,289,936.0	507.00					
Rd134 ; SB Free to Mehring(2)1/1	24.0	point231	231	5,265,975.0	4,289,936.0	507.00				Average	
		point232	232	5,265,963.0	4,289,625.0	489.50				Average	
		point233	233	5,265,963.5	4,289,567.0	487.50				Average	
		point234	234	5,265,984.0	4,289,504.0	486.00				Average	
		point235	235	5,266,009.5	4,289,450.0	485.50				Average	
		point236	236	5,266,064.0	4,289,392.0	485.50					
Rd135 ; EB 6th Off to Freeman(1)1/1	12.0	point237	237	5,265,199.0	4,290,280.0	510.00				Average	Y
		point238	238	5,265,433.0	4,290,262.0	506.70				Average	Y
		point239	239	5,265,713.0	4,290,239.0	497.00				Average	
		point240	240	5,265,852.0	4,290,229.0	496.50				Average	
		point241	241	5,265,890.0	4,290,219.0	497.00					
Rd136 ; EB 6th Off To free(2)1/1	24.0	point242	242	5,265,890.5	4,290,219.0	497.00				Average	
		point243	243	5,266,004.0	4,290,214.0	501.00					
Rd137 ; EB 6th On fr Free(1)1/1	12.0	point244	244	5,266,004.0	4,290,214.0	501.00				Average	
		point245	245	5,266,205.5	4,290,222.0	512.50				Average	Y
		point246	246	5,266,422.0	4,290,242.0	528.00					
Rd138 ; SB Free Off to 6th(1)1/1	12.0	point247	247	5,265,979.5	4,290,087.0	515.50				Average	
		point248	248	5,265,954.5	4,290,041.0	512.50				Average	
		point249	249	5,265,920.0	4,289,991.0	508.00				Average	
		point250	250	5,265,871.0	4,289,951.0	504.00				Average	
		point251	251	5,265,805.0	4,289,934.0	500.00					
Rd139 ; NB Free Off to EB 6th(1)1/1	12.0	point252	252	5,265,975.0	4,289,936.0	507.00				Average	
		point253	253	5,265,805.0	4,289,934.0	500.00					
Rd140 ; EB 6th On Fr Free(1)1/1	12.0	point254	254	5,265,805.0	4,289,934.0	500.00				Average	
		point255	255	5,265,732.0	4,289,945.0	497.00				Average	
		point256	256	5,265,677.0	4,289,977.0	495.00				Average	
		point257	257	5,265,641.0	4,290,035.0	494.50				Average	
		point258	258	5,265,637.5	4,290,102.0	494.50				Average	
		point259	259	5,265,660.5	4,290,157.0	495.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point260	260	5,265,709.0	4,290,197.0	495.00				Average	
		point261	261	5,265,767.0	4,290,211.0	494.50				Average	
		point262	262	5,265,831.5	4,290,213.0	496.00				Average	
		point263	263	5,265,890.0	4,290,219.0	497.00					
Rd141 ; EB Off 6th-Free(1)1/1	12.0	point264	264	5,266,004.0	4,290,214.0	501.00				Average	
		point265	265	5,266,048.0	4,290,201.0	503.00				Average	
		point266	266	5,266,166.5	4,290,192.0	510.00				Average	
		point267	267	5,266,221.5	4,290,167.0	511.50				Average	
		point268	268	5,266,258.0	4,290,118.0	512.00				Average	
		point269	269	5,266,267.0	4,290,065.0	511.00				Average	
		point270	270	5,266,252.0	4,290,019.0	509.50				Average	
		point271	271	5,266,202.0	4,289,976.0	507.00				Average	
		point272	272	5,266,164.5	4,289,965.0	506.00					
Rd142 ; NB Free On fr EB 6th(1)1/1	12.0	point273	273	5,266,164.5	4,289,965.0	506.00				Average	
		point274	274	5,266,111.0	4,289,970.0	507.00				Average	
		point275	275	5,266,062.0	4,289,998.0	509.00				Average	
		point276	276	5,266,007.0	4,290,070.0	514.50					
Rd143 ; ON to Free fr EB 6th(1)1/1	12.0	point277	277	5,266,164.5	4,289,965.0	506.00				Average	
		point278	278	5,266,112.0	4,289,946.0	507.00				Average	
		point279	279	5,266,062.0	4,289,939.0	507.00				Average	
		point280	280	5,266,006.0	4,289,938.0	507.00					
Rd144 ; SB Off Free-WB 6th(1)1/1	12.0	point281	281	5,265,981.0	4,290,691.0	529.00				Average	Y
		point282	282	5,265,957.0	4,290,576.0	530.00				Average	Y
		point283	283	5,265,926.0	4,290,495.0	526.00				Average	Y
		point284	284	5,265,887.0	4,290,454.0	523.00				Average	Y
		point285	285	5,265,831.0	4,290,423.0	515.50				Average	Y
		point286	286	5,265,788.0	4,290,413.0	512.00				Average	
		point287	287	5,265,703.5	4,290,404.0	505.50				Average	
		point288	288	5,265,600.0	4,290,398.0	502.50				Average	
		point289	289	5,265,415.0	4,290,386.0	508.00				Average	Y
		point290	290	5,265,196.0	4,290,376.0	510.00					
Rd145 ; EB 8th Dalton-Freeman(4)1/1	48.0	point291	291	5,265,105.0	4,291,519.0	498.00				Average	
		point292	292	5,265,530.0	4,291,477.0	501.00				Average	
		point293	293	5,266,014.0	4,291,403.0	505.00					
Rd146 ; EB 8th @ Freeman(3)1/1	36.0	point294	294	5,266,014.0	4,291,403.0	505.00				Average	
		point295	295	5,266,059.5	4,291,397.0	505.50					
Rd147 ; EB 8th Freeman-Linn(4)1/1	48.0	point296	296	5,266,059.5	4,291,397.0	505.50				Average	
		point297	297	5,266,100.5	4,291,391.0	505.50				Average	
		point298	298	5,266,235.0	4,291,363.0	507.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point299	299	5,266,521.0	4,291,319.0	509.50				Average	
		point300	300	5,266,738.0	4,291,296.0	511.50				Average	
		point301	301	5,267,033.5	4,291,278.0	516.50					
Rd148 ; EB 8th @ Linn (4)1/1	48.0	point302	302	5,267,033.5	4,291,278.0	516.50				Average	
		point303	303	5,267,081.5	4,291,276.0	517.50					
Rd149 ; EB 8th Linn-Ramps(3)1/1	36.0	point304	304	5,267,081.5	4,291,276.0	517.50				Average	
		point305	305	5,267,409.0	4,291,246.0	526.50					
Rd150 ; EB 8th Off to Gest(1)1/1	12.0	point306	306	5,267,409.0	4,291,246.0	526.50				Average	
		point307	307	5,267,453.0	4,291,229.0	528.00				Average	
		point308	308	5,267,528.5	4,291,221.0	530.50				Average	
		point309	309	5,267,608.0	4,291,199.0	532.00				Average	
		point310	310	5,267,701.0	4,291,161.0	526.50				Average	
		point311	311	5,267,784.0	4,291,107.0	527.50				Average	
		point312	312	5,267,841.0	4,291,046.0	527.50				Average	
		point313	313	5,267,875.0	4,290,983.0	529.50				Average	
		point314	314	5,267,891.0	4,290,931.0	532.00				Average	
		point315	315	5,267,911.0	4,290,879.0	533.50					
Rd151 ; EB 8th Off to 7th(2)1/1	24.0	point316	316	5,267,409.0	4,291,246.0	526.50				Average	
		point317	317	5,267,460.0	4,291,249.0	528.50				Average	
		point318	318	5,267,575.0	4,291,239.0	532.50				Average	
		point319	319	5,267,681.0	4,291,222.0	537.00				Average	
		point320	320	5,267,722.5	4,291,210.0	538.00				Average	Y
		point321	321	5,267,813.5	4,291,188.0	541.00				Average	Y
		point322	322	5,267,877.5	4,291,166.5	542.00				Average	Y
		point323	323	5,267,959.0	4,291,133.0	542.00				Average	Y
		point324	324	5,268,222.0	4,291,005.0	538.00				Average	
		point325	325	5,268,315.0	4,290,965.0	539.50				Average	
		point326	326	5,268,413.0	4,290,941.0	542.00					
Rd152 ; 8th Viad 9th-wb 8th(2)1/1	24.0	point327	327	5,268,080.5	4,291,328.5	541.60				Average	Y
		point328	328	5,267,991.0	4,291,315.0	541.20				Average	Y
		point329	329	5,267,886.5	4,291,301.0	540.30				Average	Y
		point330	330	5,267,772.0	4,291,291.0	538.00				Average	Y
		point331	331	5,267,694.0	4,291,290.0	536.50				Average	Y
		point332	332	5,267,606.0	4,291,289.0	533.80				Average	Y
		point333	333	5,267,521.0	4,291,293.0	526.60					
Rd153 ; WB 8th Via-Linn(3)1/1	36.0	point334	334	5,267,521.0	4,291,293.0	526.60				Average	
		point335	335	5,267,099.0	4,291,317.0	517.00					
Rd154 ; WB 8th @ Linn(3)1/1	36.0	point336	336	5,267,099.0	4,291,317.0	517.00				Average	
		point337	337	5,267,056.0	4,291,330.0	516.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd155 ; WB 8th Linn-Freeman(4)1/1	48.0	point338	338	5,267,056.0	4,291,330.0	516.00				Average	
		point339	339	5,266,875.0	4,291,344.0	513.00				Average	
		point340	340	5,266,807.0	4,291,355.0	512.00				Average	
		point341	341	5,266,634.0	4,291,371.0	510.00				Average	
		point342	342	5,266,550.0	4,291,381.0	510.00				Average	
		point343	343	5,266,353.0	4,291,408.0	508.00				Average	
		point344	344	5,266,105.0	4,291,449.0	505.50				Average	
		point345	345	5,266,065.0	4,291,454.0	505.00					
Rd156 ; WB 8th @ Freeman(4)1/1	48.0	point346	346	5,266,065.0	4,291,454.0	505.00				Average	
		point347	347	5,266,018.5	4,291,460.0	504.50					
Rd157 ; WB 8th Freeman-Dalton(4)1/1	48.0	point348	348	5,266,018.5	4,291,460.0	504.50				Average	
		point349	349	5,265,975.0	4,291,465.0	504.50				Average	
		point350	350	5,265,831.0	4,291,497.0	503.00				Average	
		point351	351	5,265,636.0	4,291,527.0	502.00				Average	
		point352	352	5,265,443.5	4,291,552.0	500.00				Average	
		point353	353	5,265,114.0	4,291,583.0	498.00					
Rd158 ; EB Gest Dalton-Western(2)1/1	24.0	point354	354	5,265,094.0	4,292,547.0	491.50				Average	
		point355	355	5,265,386.5	4,292,523.0	490.00				Average	
		point356	356	5,265,856.5	4,292,484.0	494.50				Average	
		point357	357	5,265,991.0	4,292,460.0	496.00				Average	
		point358	358	5,266,102.0	4,292,425.0	499.00				Average	
		point359	359	5,266,189.5	4,292,385.0	502.50					
Rd159 ; EB Gest Western-Freeman(2)1/1	24.0	point360	360	5,266,189.5	4,292,385.0	502.50				Average	
		point361	361	5,266,322.0	4,292,295.0	507.50					
Rd160 ; EB gest @ Freeman(2)1/1	24.0	point362	362	5,266,323.0	4,292,294.0	507.50				Average	
		point363	363	5,266,365.0	4,292,260.0	508.50					
Rd163 ; SB Gest 8th On-Und 6th(3)1/1	36.0	point364	364	5,267,911.0	4,290,879.0	533.50				Average	
		point365	365	5,267,955.0	4,290,596.0	530.00					
Rd164 ; SB Gest 6th-Linn (2)1/1	24.0	point366	366	5,267,955.0	4,290,596.0	530.00				Average	
		point367	367	5,267,973.0	4,290,521.0	528.00				Average	
		point368	368	5,268,032.5	4,290,125.0	521.00				Average	
		point369	369	5,268,044.0	4,290,020.0	519.50				Average	
		point370	370	5,268,048.5	4,289,916.5	518.00				Average	
		point371	371	5,268,052.0	4,289,812.0	514.00				Average	
		point372	372	5,268,029.0	4,289,534.0	502.50				Average	
		point373	373	5,267,997.0	4,289,271.0	495.50					
Rd165 ; SB Gest @ Linn (2)1/1	24.0	point374	374	5,267,997.0	4,289,271.0	495.50				Average	
		point375	375	5,267,989.0	4,289,214.0	494.00					
Rd166 ; SB Gest Linn-Pete Rose(1)1/1	12.0	point376	376	5,267,989.0	4,289,214.0	494.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point377	377	5,267,970.0	4,289,008.0	491.00				Average	
		point378	378	5,267,956.0	4,288,834.0	499.50				Average	
		point379	379	5,267,950.0	4,288,760.0	500.00				Average	
		point380	380	5,267,937.0	4,288,599.0	486.50				Average	
		point381	381	5,267,918.5	4,288,376.0	485.50				Average	
		point382	382	5,267,918.0	4,288,335.0	485.50				Average	
		point383	383	5,267,927.5	4,288,286.0	485.50					
Rd167 ; WB Pete Rose @ Gest(2)1/1	24.0	point384	384	5,267,942.0	4,288,291.0	485.50				Average	
		point385	385	5,267,927.5	4,288,286.0	485.50					
Rd168 ; WB Pete Rose Gest-Mehring(2)1/1	24.0	point386	386	5,267,927.5	4,288,286.0	485.50				Average	
		point387	387	5,267,907.0	4,288,280.0	485.00				Average	
		point388	388	5,267,870.5	4,288,264.0	485.00					
Rd169 ; NB Gest Pete Rose-Linn(1)1/1	12.0	point389	389	5,267,942.0	4,288,291.0	485.50				Average	
		point390	390	5,267,934.5	4,288,320.0	485.50				Average	
		point391	391	5,267,933.0	4,288,348.0	485.50				Average	
		point392	392	5,267,934.0	4,288,386.0	485.50				Average	
		point393	393	5,267,952.0	4,288,602.0	486.50				Average	
		point394	394	5,267,965.0	4,288,759.0	499.00				Average	
		point395	395	5,267,971.0	4,288,832.0	501.00				Average	
		point396	396	5,267,984.0	4,288,990.0	491.00				Average	
		point397	397	5,267,991.0	4,289,082.0	491.50				Average	
		point398	398	5,268,005.0	4,289,186.0	493.50					
Rd 170 SB Linn @ gest(2)1/1	24.0	point399	399	5,267,989.0	4,289,214.0	494.00				Average	
		point400	400	5,268,005.0	4,289,186.0	493.50					
Rd171 ; NB Gest @ Linn(1)1/1	12.0	point401	401	5,268,005.0	4,289,186.0	493.50				Average	
		point402	402	5,268,021.0	4,289,237.0	495.00					
Rd172 ; NB Gest linn-2Lane(1)1/1	12.0	point403	403	5,268,021.0	4,289,237.0	495.00				Average	
		point404	404	5,268,021.0	4,289,304.0	496.50				Average	
		point405	405	5,268,043.0	4,289,474.0	501.00				Average	
		point406	406	5,268,053.0	4,289,509.0	502.00					
Rd173 ; NB Gest On fr Linn(1)1/1	12.0	point407	407	5,268,087.0	4,289,150.0	493.50				Average	
		point408	408	5,268,047.0	4,289,238.0	495.00				Average	
		point409	409	5,268,041.5	4,289,261.0	495.50				Average	
		point410	410	5,268,041.5	4,289,298.0	496.00				Average	
		point411	411	5,268,057.0	4,289,469.5	500.50				Average	
		point412	412	5,268,053.0	4,289,509.0	502.00					
Rd174 ; NB Gest Linn On-6th Ex(2)1/1	24.0	point413	413	5,268,053.0	4,289,509.0	502.00				Average	
		point414	414	5,268,075.0	4,289,778.0	512.50				Average	
		point415	415	5,268,076.0	4,289,890.0	517.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point416	416	5,268,071.5	4,290,002.0	519.00				Average	
		point417	417	5,268,063.0	4,290,098.0	520.50				Average	
		point418	418	5,268,000.0	4,290,514.0	527.50					
Rd175 ; NB Gest 6th Exp-Off to 7th(2)1/1	24.0	point419	419	5,268,000.0	4,290,514.0	527.50				Average	
		point420	420	5,267,958.0	4,290,786.0	534.00					
Rd 180 NB Gest @ Freeman(2)1/1	24.0	point421	421	5,266,390.0	4,292,282.0	508.50				Average	
		point422	422	5,266,330.0	4,292,345.0	508.00					
Rd181 ; NB Gest Free-Western(3)1/1	36.0	point423	423	5,266,330.0	4,292,345.0	508.00				Average	
		point424	424	5,266,193.0	4,292,431.0	502.50					
Rd182 ; NB Gest Western-Dalton(2)1/1	24.0	point425	425	5,266,193.0	4,292,431.0	502.50				Average	
		point426	426	5,266,112.0	4,292,467.0	498.50				Average	
		point427	427	5,265,974.0	4,292,497.0	495.50				Average	
		point428	428	5,265,760.0	4,292,520.0	493.50				Average	
		point429	429	5,265,380.0	4,292,553.0	490.00				Average	
		point430	430	5,265,098.0	4,292,578.0	491.00					
Rd183 ; SB Spr Gr Alfred-(3)1/1	36.0	point431	431	5,264,961.0	4,300,582.0	496.50				Average	
		point432	432	5,265,016.0	4,300,309.0	498.00				Average	
		point433	433	5,265,085.0	4,299,964.0	496.00				Average	
		point434	434	5,265,126.5	4,299,734.0	497.50				Average	
		point435	435	5,265,129.0	4,299,702.0	497.50				Average	
		point436	436	5,265,119.0	4,299,486.0	497.00				Average	
		point437	437	5,265,110.5	4,299,425.0	497.00					
Rd184 ; SB Spr Gr Ioe Western(3)1/1	36.0	point438	438	5,265,083.0	4,298,981.0	499.50				Average	
		point439	439	5,265,073.0	4,298,809.0	500.00				Average	
		point440	440	5,265,068.0	4,298,674.0	500.00				Average	
		point441	441	5,265,071.0	4,298,455.0	498.00					
Rd185 ; SB Spr Gr Harrison-Bank(3)1/1	36.0	point442	442	5,265,071.0	4,298,455.0	498.00				Average	
		point443	443	5,265,072.0	4,298,329.0	498.00				Average	
		point444	444	5,265,001.0	4,297,360.0	493.50				Average	
		point445	445	5,264,999.0	4,297,315.0	493.00					
Rd186 ; SB Spr Gr @ bank(3)1/1	36.0	point446	446	5,264,999.0	4,297,315.0	493.00				Average	
		point447	447	5,264,998.0	4,297,275.0	493.00					
Rd187 ; SB Dalton bank-findlay(2)1/1	24.0	point448	448	5,264,998.0	4,297,275.0	493.00				Average	
		point449	449	5,264,996.5	4,297,209.0	492.50				Average	
		point450	450	5,265,012.0	4,297,159.0	492.50				Average	
		point451	451	5,265,228.0	4,296,801.0	494.00				Average	
		point452	452	5,265,254.0	4,296,748.0	493.50				Average	
		point453	453	5,265,271.0	4,296,691.0	493.50				Average	
		point454	454	5,265,281.5	4,296,632.0	493.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point455	455	5,265,285.0	4,296,554.0	492.50				Average	
		point456	456	5,265,261.0	4,296,217.0	490.00				Average	
		point457	457	5,265,246.0	4,296,006.0	492.00					
Rd188 ; SB Dalton @ findlay(2)1/1	24.0	point458	458	5,265,246.0	4,296,006.0	492.00				Average	
		point459	459	5,265,244.0	4,295,982.0	492.50					
Rd189 ; SB Dalton Finlay-liberty(2)1/1	24.0	point460	460	5,265,244.0	4,295,982.0	492.50				Average	
		point461	461	5,265,190.5	4,295,236.0	492.50					
Rd190 ; SB Dalton @ liberty(2)1/1	24.0	point462	462	5,265,190.5	4,295,236.0	492.50				Average	
		point463	463	5,265,189.0	4,295,214.0	492.50					
Rd191 ; SB Dalton findlay-kenner(2)1/1	24.0	point464	464	5,265,189.0	4,295,214.0	492.50				Average	
		point465	465	5,265,133.5	4,294,468.0	493.00				Average	
		point466	466	5,265,108.0	4,294,100.0	495.00				Average	
		point467	467	5,265,098.0	4,293,970.0	494.50					
Rd192 ; NB Dalton kenner-court(1)1/1	12.0	point468	468	5,265,116.0	4,293,969.0	494.50				Average	
		point469	469	5,265,138.0	4,294,291.5	494.00					
Rd193 ; NB Dalton Court-Liberty(2)1/1	24.0	point470	470	5,265,138.0	4,294,291.5	494.00				Average	
		point471	471	5,265,158.0	4,294,444.0	493.00				Average	
		point472	472	5,265,185.0	4,294,652.0	493.00				Average	
		point473	473	5,265,224.5	4,295,212.0	492.50					
Rd194 ; NB Dalton @ liberty(2)1/1	24.0	point474	474	5,265,224.5	4,295,212.0	492.50				Average	
		point475	475	5,265,227.0	4,295,233.0	492.50					
Rd195 ; NB Dalton liberty-findlay(2)1/1	24.0	point476	476	5,265,227.0	4,295,233.0	492.50				Average	
		point477	477	5,265,268.0	4,295,807.0	493.00				Average	
		point478	478	5,265,279.5	4,295,977.0	492.50					
Rd196 ; NB Dalton @ findlay(2)1/1	24.0	point479	479	5,265,279.5	4,295,977.0	492.50				Average	
		point480	480	5,265,281.5	4,296,004.0	492.50					
Rd197 ; NB Dalton findlay-bank(2)1/1	24.0	point481	481	5,265,281.5	4,296,004.0	492.50				Average	
		point482	482	5,265,297.5	4,296,217.0	490.50				Average	
		point483	483	5,265,322.0	4,296,558.0	492.50				Average	
		point484	484	5,265,317.0	4,296,646.0	493.00				Average	
		point485	485	5,265,304.0	4,296,705.0	493.50				Average	
		point486	486	5,265,286.0	4,296,764.0	493.50				Average	
		point487	487	5,265,260.0	4,296,816.0	494.00				Average	
		point488	488	5,265,069.0	4,297,135.0	493.00				Average	
		point489	489	5,265,048.0	4,297,174.0	492.50				Average	
		point490	490	5,265,033.0	4,297,237.0	493.00				Average	
		point491	491	5,265,033.0	4,297,272.0	493.00					
Rd198 ; NB Dalton @ bank(2)1/1	24.0	point492	492	5,265,033.0	4,297,272.0	493.00				Average	
		point493	493	5,265,034.0	4,297,311.0	493.50					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd199 ; NB Spr Gr bank-Harrison(3)1/1	36.0	point494	494	5,265,034.0	4,297,311.0	493.50				Average	
		point495	495	5,265,034.0	4,297,346.0	493.50				Average	
		point496	496	5,265,048.0	4,297,526.0	494.50				Average	
		point497	497	5,265,057.0	4,297,571.0	494.50				Average	
		point498	498	5,265,105.0	4,298,307.0	498.00				Average	
		point499	499	5,265,108.5	4,298,424.0	498.00					
Rd200 ; NB Spr Gr Harrison-Lower W(2)1/1	24.0	point500	500	5,265,110.0	4,298,446.0	498.00				Average	
		point501	501	5,265,115.0	4,298,624.0	500.00				Average	
		point502	502	5,265,115.0	4,298,805.0	499.50				Average	
		point503	503	5,265,123.0	4,298,975.0	499.50					
Rd201 ; NB Spr Gr fr Western(2)1/1	24.0	point504	504	5,265,146.0	4,299,454.0	496.50				Average	
		point505	505	5,265,158.0	4,299,684.0	498.00				Average	
		point506	506	5,265,154.0	4,299,754.0	498.00				Average	
		point507	507	5,265,120.0	4,299,939.0	497.00				Average	
		point508	508	5,265,037.5	4,300,339.0	498.00				Average	
		point509	509	5,264,987.5	4,300,587.0	498.00					
Rd202 ; SB Spr Gr 2lane-western(3)1/1	36.0	point510	510	5,265,110.5	4,299,425.0	497.00				Average	
		point511	511	5,265,084.0	4,298,999.0	499.50					
Rd211 ; NB Winchell to EB Ezzard(3)1/1	36.0	point512	512	5,266,646.0	4,292,987.0	495.20				Average	
		point513	513	5,266,616.0	4,293,132.0	495.00				Average	
		point514	514	5,266,604.0	4,293,266.0	498.50				Average	
		point515	515	5,266,611.0	4,293,488.0	501.50					
Rd212 ; NB Winhell EB Ezz-WB Ezz(3)1/1	36.0	point516	516	5,266,611.0	4,293,488.0	501.50				Average	
		point517	517	5,266,617.0	4,293,592.0	502.50					
Rd213 ; NB Winch Ezz-Off to 75(3)1/1	36.0	point518	518	5,266,617.0	4,293,592.0	502.50				Average	
		point519	519	5,266,631.0	4,293,908.0	504.50					
Rd214 ; NB Winch Off-liberty(3)1/1	12.0	point520	520	5,266,631.0	4,293,908.0	504.50				Average	
		point521	521	5,266,664.0	4,294,551.0	499.50				Average	
		point522	522	5,266,661.5	4,294,718.0	495.30				Average	
		point523	523	5,266,635.0	4,294,886.0	495.50				Average	
		point524	524	5,266,610.0	4,294,980.0	496.00				Average	
		point525	525	5,266,585.0	4,295,060.0	497.50				Average	
		point526	526	5,266,576.0	4,295,087.0	498.00					
Rd215 ; NB Winchell @ liberty(3)1/1	36.0	point527	527	5,266,576.0	4,295,087.0	498.00				Average	
		point528	528	5,266,559.0	4,295,134.0	498.00					
Rd216 ; NB Wich Liberty-findlay(3)1/1	36.0	point529	529	5,266,559.0	4,295,134.0	498.00				Average	
		point530	530	5,266,547.5	4,295,164.0	498.00				Average	
		point531	531	5,266,452.0	4,295,374.0	500.00				Average	
		point532	532	5,266,338.0	4,295,578.0	504.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point533	533	5,266,115.0	4,295,945.0	504.00				Average	
		point534	534	5,266,099.0	4,295,968.0	503.50					
Rd217 ; NB Winchel @ Findlay(3)1/1	36.0	point535	535	5,266,099.0	4,295,968.0	503.50				Average	
		point536	536	5,266,084.5	4,295,988.0	503.00					
Rd218 ; NB Winch Findlay-Bank(3)1/1	36.0	point537	537	5,266,084.5	4,295,988.0	503.00				Average	
		point538	538	5,266,034.0	4,296,064.0	501.70				Average	
		point539	539	5,265,776.0	4,296,435.0	507.50				Average	
		point540	540	5,265,687.5	4,296,576.0	502.50				Average	
		point541	541	5,265,589.0	4,296,754.0	501.00				Average	
		point542	542	5,265,559.0	4,296,822.0	500.50				Average	
		point543	543	5,265,519.0	4,296,925.0	500.00				Average	
		point544	544	5,265,488.0	4,297,017.0	499.00				Average	
		point545	545	5,265,466.0	4,297,105.0	497.00				Average	
		point546	546	5,265,443.0	4,297,215.0	494.50				Average	
		point547	547	5,265,443.5	4,297,248.0	494.50					
Rd219 ; NB Winchell @ Bank(3)1/1	36.0	point548	548	5,265,443.5	4,297,248.0	494.50				Average	
		point549	549	5,265,446.0	4,297,279.0	494.30					
Rd222 ; EB Bank to Dalton(3)1/1	36.0	point550	550	5,264,852.0	4,297,285.0	492.50				Average	
		point551	551	5,264,998.0	4,297,275.0	493.00					
Rd 223 ; EB Bank @ Dalton (3)1/1	36.0	point552	552	5,264,998.0	4,297,275.0	493.00				Average	
		point553	553	5,265,033.0	4,297,272.0	493.00					
Rd224 ; EB Bank Dalt-Winch(3)1/1	36.0	point554	554	5,265,033.0	4,297,272.0	493.00				Average	
		point555	555	5,265,409.0	4,297,247.0	494.00				Average	
		point556	556	5,265,443.5	4,297,248.0	494.50					
Rd225 ; EB Bank Fr Winchell(2)1/1	24.0	point557	557	5,265,443.5	4,297,248.0	494.50				Average	
		point558	558	5,265,490.0	4,297,249.0	495.00				Average	
		point559	559	5,266,244.0	4,297,195.0	516.50					
Rd226 ; WB Bank to Winchell(2)1/1	24.0	point560	560	5,266,246.0	4,297,219.0	516.50				Average	
		point561	561	5,265,487.0	4,297,275.0	495.00				Average	
		point562	562	5,265,446.0	4,297,279.0	494.30					
Rd227 ; WB Bank Winc-Dalton(2)1/1	24.0	point563	563	5,265,446.0	4,297,279.0	494.30				Average	
		point564	564	5,265,411.0	4,297,283.0	494.50				Average	
		point565	565	5,265,062.5	4,297,307.0	493.70				Average	
		point566	566	5,265,034.0	4,297,311.0	493.50					
Rd228 ; WB bank @ Dalton(2)1/1	24.0	point567	567	5,265,034.0	4,297,311.0	493.50				Average	
		point568	568	5,264,999.0	4,297,315.0	493.00					
Rd229 ; WB bank fr dalton(2)1/1	24.0	point569	569	5,264,999.0	4,297,315.0	493.00				Average	
		point570	570	5,264,970.0	4,297,319.0	493.00				Average	
		point571	571	5,264,855.0	4,297,326.0	492.50					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd230 ; EB Finlay to Dalton(2)1/1	24.0	point572	572	5,264,743.5	4,296,021.0	491.50				Average	
		point573	573	5,265,208.0	4,295,987.0	492.50				Average	
		point574	574	5,265,244.0	4,295,982.0	492.50					
Rd231 ; EB Findlay @ dalton1/1	24.0	point575	575	5,265,244.0	4,295,982.0	492.50				Average	
		point576	576	5,265,279.5	4,295,977.0	492.50					
Rd232 ; EB Findlay Dalton-Western(2)1/1	24.0	point577	577	5,265,279.5	4,295,977.0	492.50				Average	
		point578	578	5,265,327.0	4,295,970.0	492.50				Average	
		point579	579	5,265,495.0	4,295,953.0	493.50				Average	
		point580	580	5,265,724.0	4,295,942.0	492.50				Average	
		point581	581	5,265,760.0	4,295,944.0	492.50					
Rd233 ; EB Findlay Under 75(2)1/1	24.0	point582	582	5,265,760.0	4,295,944.0	492.50				Average	
		point583	583	5,266,099.0	4,295,968.0	503.50					
Rd234 ; EB Findlay fr Winchell(2)1/1	24.0	point584	584	5,266,099.0	4,295,968.0	503.50				Average	
		point585	585	5,266,439.0	4,295,990.0	513.50				Average	
		point586	586	5,266,481.0	4,296,005.0	514.00				Average	
		point587	587	5,266,563.0	4,296,019.0	515.70				Average	
		point588	588	5,266,711.0	4,296,008.0	518.30					
Rd235 ; WB Findlay to Winchell(2)1/1	24.0	point589	589	5,266,713.0	4,296,023.0	518.60				Average	
		point590	590	5,266,560.0	4,296,035.0	515.70				Average	
		point591	591	5,266,478.0	4,296,030.0	514.50				Average	
		point592	592	5,266,440.5	4,296,011.0	514.00				Average	
		point593	593	5,266,084.5	4,295,988.0	503.00					
Rd236 ; WB Findlay Winch-Western(2)1/1	24.0	point594	594	5,266,084.5	4,295,988.0	503.00				Average	
		point595	595	5,265,747.0	4,295,966.0	492.50					
Rd237 ; WB Findlay Western-On Ramp(21/1	24.0	point596	596	5,265,747.0	4,295,966.0	492.50				Average	
		point597	597	5,265,701.0	4,295,966.0	492.50				Average	
		point598	598	5,265,640.0	4,295,970.0	493.00					
Rd238 ; WB Findlay Western-Dalton(2)1/1	24.0	point599	599	5,265,640.0	4,295,970.0	493.00				Average	
		point600	600	5,265,325.0	4,296,003.0	492.50				Average	
		point601	601	5,265,281.5	4,296,004.0	492.50					
Rd239 ; WB Findlay @ Dalton(2)1/1	24.0	point602	602	5,265,281.5	4,296,004.0	492.50				Average	
		point603	603	5,265,246.0	4,296,006.0	492.00					
Rd240 ; WB Findlay fr Dalton(2)1/1	24.0	point604	604	5,265,246.0	4,296,006.0	492.00				Average	
		point605	605	5,265,129.0	4,296,012.0	492.50				Average	
		point606	606	5,264,996.5	4,296,015.0	493.50				Average	
		point607	607	5,264,743.5	4,296,033.0	491.50					
Rd241 ; SB Rt fr Western(1)1/1	12.0	point608	608	5,265,678.0	4,296,086.0	493.30				Average	
		point609	609	5,265,676.0	4,296,033.0	492.50				Average	
		point610	610	5,265,667.0	4,296,008.0	492.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point611	611	5,265,640.0	4,295,970.0	493.00					
Rd242 ; SB Western to Findlay(3)1/1	36.0	point612	612	5,265,678.0	4,296,086.0	493.30				Average	
		point613	613	5,265,747.0	4,295,966.0	492.50					
Rd243 ; SB Western @ Findlay(2)1/1	24.0	point614	614	5,265,747.0	4,295,966.0	492.50				Average	
		point615	615	5,265,760.0	4,295,944.0	492.50					
Rd244 ; SB Western Findlay-liberty(3)1/1	36.0	point616	616	5,265,760.0	4,295,944.0	492.50				Average	
		point617	617	5,266,203.0	4,295,202.0	497.00				Average	
		point618	618	5,266,223.0	4,295,161.0	497.50					
Rd245 ; SB Western @ liberty(3)1/1	36.0	point619	619	5,266,223.0	4,295,161.0	497.50				Average	
		point620	620	5,266,239.5	4,295,124.0	497.50					
Rd246 ; Western Liberty-On fr 75(3)1/1	36.0	point621	621	5,266,239.5	4,295,124.0	497.50				Average	
		point622	622	5,266,257.0	4,295,093.0	497.50				Average	
		point623	623	5,266,328.0	4,294,862.0	495.50				Average	
		point624	624	5,266,340.0	4,294,795.0	494.50				Average	
		point625	625	5,266,344.5	4,294,731.0	494.00				Average	
		point626	626	5,266,285.5	4,293,900.0	506.50					
Rd247 ; Western On ramp-EB Ezz(3)1/1	36.0	point627	627	5,266,285.5	4,293,900.0	506.50				Average	
		point628	628	5,266,275.0	4,293,749.0	505.00				Average	
		point629	629	5,266,275.0	4,293,648.0	504.50				Average	
		point630	630	5,266,273.0	4,293,627.0	504.50					
Rd248 ; Western Wb Ezz-Eb Ezz(3)1/1	36.0	point631	631	5,266,273.0	4,293,627.0	504.50				Average	
		point632	632	5,266,260.0	4,293,508.0	503.50					
Rd249 ; Western EB Ezz-Off to 75(3)1/1	36.0	point633	633	5,266,260.0	4,293,508.0	503.50				Average	
		point634	634	5,266,249.0	4,293,274.0	496.50					
Rd250 ; Western 75 Off-Gest(3)1/1	36.0	point635	635	5,266,249.0	4,293,274.0	496.50				Average	
		point636	636	5,266,239.0	4,293,116.0	493.20				Average	
		point637	637	5,266,207.0	4,292,640.0	497.00				Average	
		point638	638	5,266,193.0	4,292,431.0	502.50					
Rd251 ; Western @ Gest(3)1/1	36.0	point639	639	5,266,193.0	4,292,431.0	502.50				Average	
		point640	640	5,266,189.5	4,292,385.0	502.50					
Rd252 ; EB liberty @ dalton(2)1/1	24.0	point641	641	5,265,189.0	4,295,214.0	492.50				Average	
		point642	642	5,265,224.5	4,295,212.0	492.50					
Rd253 ; EB Liberty Dalton-Western(2)1/1	24.0	point643	643	5,265,224.5	4,295,212.0	492.50				Average	
		point644	644	5,266,021.0	4,295,155.0	496.00				Average	
		point645	645	5,266,189.0	4,295,134.0	496.80				Average	
		point646	646	5,266,239.5	4,295,124.0	497.50					
Rd254 ; EB Liberty western-winchell(3)1/1	36.0	point647	647	5,266,239.5	4,295,124.0	497.50				Average	
		point648	648	5,266,309.0	4,295,110.0	497.50				Average	
		point649	649	5,266,576.0	4,295,087.0	498.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd255 ; EB liberty fr winchell(2)1/1	24.0	point650	650	5,266,576.0	4,295,087.0	498.00				Average	
		point651	651	5,266,906.0	4,295,069.0	500.50					
Rd256 ; WB Liberty to Winchell(2)1/1	24.0	point652	652	5,266,886.0	4,295,106.0	500.50				Average	
		point653	653	5,266,586.5	4,295,133.0	498.00				Average	
		point654	654	5,266,559.0	4,295,134.0	498.00					
Rd257 ; WB liberty Winch-Western(2)1/1	24.0	point655	655	5,266,559.0	4,295,134.0	498.00				Average	
		point656	656	5,266,515.5	4,295,135.0	497.50				Average	
		point657	657	5,266,289.0	4,295,152.0	497.50				Average	
		point658	658	5,266,223.0	4,295,161.0	497.50					
Rd258 ; WB liberty western-dalton(2)1/1	24.0	point659	659	5,266,223.0	4,295,161.0	497.50				Average	
		point660	660	5,266,172.0	4,295,167.0	496.80				Average	
		point661	661	5,265,227.0	4,295,233.0	492.50					
Rd259 ; WB liberty @ Dalton(2)1/1	24.0	point662	662	5,265,227.0	4,295,233.0	492.50				Average	
		point663	663	5,265,190.5	4,295,236.0	492.50					
Rd260 ; WB Ezz Ch to Winchell(2)1/1	24.0	point664	664	5,267,110.0	4,293,518.0	507.00				Average	
		point665	665	5,266,884.0	4,293,535.0	505.50				Average	
		point666	666	5,266,807.0	4,293,549.0	504.50				Average	
		point667	667	5,266,636.0	4,293,590.0	502.00				Average	
		point668	668	5,266,617.0	4,293,592.0	502.50					
Rd 261 ; WB Ezz Ch Winch-Western(3)1/1	36.0	point669	669	5,266,617.0	4,293,592.0	502.50				Average	Y
		point670	670	5,266,531.5	4,293,604.0	503.40				Average	Y
		point671	671	5,266,364.0	4,293,616.0	505.10				Average	Y
		point672	672	5,266,273.0	4,293,627.0	504.50					
Rd262 ; WB Ezz Ch Fr Western(2)1/1	24.0	point673	673	5,266,273.0	4,293,627.0	504.50				Average	
		point674	674	5,266,230.0	4,293,631.0	503.50				Average	
		point675	675	5,266,125.0	4,293,628.0	501.00				Average	
		point676	676	5,266,027.5	4,293,635.0	498.50				Average	
		point677	677	5,265,671.0	4,293,663.0	499.50				Average	
		point678	678	5,265,377.5	4,293,685.0	504.50				Average	
		point679	679	5,265,214.0	4,293,694.0	510.50				Average	
		point680	680	5,265,069.5	4,293,788.0	515.00				Average	
		point681	681	5,264,916.5	4,293,797.0	523.50					
Rd263 ; EB Ezz Ch to western(2)1/1	24.0	point682	682	5,264,904.0	4,293,544.0	523.50				Average	
		point683	683	5,264,926.0	4,293,536.5	522.00				Average	
		point684	684	5,265,046.0	4,293,530.0	515.50				Average	
		point685	685	5,265,076.0	4,293,540.0	514.00				Average	
		point686	686	5,265,208.0	4,293,603.0	510.50				Average	
		point687	687	5,265,370.0	4,293,590.0	504.50				Average	
		point688	688	5,265,584.0	4,293,574.0	499.50				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point689	689	5,266,027.5	4,293,540.0	498.50				Average	
		point690	690	5,266,115.0	4,293,533.0	500.50				Average	
		point691	691	5,266,233.0	4,293,510.0	503.00				Average	
		point692	692	5,266,260.0	4,293,508.0	503.50					
Rd264 ; EB Ezz Ch Western-Winchell(2)1/1	24.0	point693	693	5,266,260.0	4,293,508.0	503.50				Average	Y
		point694	694	5,266,357.0	4,293,503.0	503.00				Average	Y
		point695	695	5,266,526.0	4,293,493.0	503.00				Average	Y
		point696	696	5,266,611.0	4,293,488.0	501.50					
Rd265 ; EB Ezz Ch Fr Winchell(2)1/1	24.0	point697	697	5,266,611.0	4,293,488.0	501.50				Average	
		point698	698	5,266,634.0	4,293,487.0	501.50				Average	
		point699	699	5,266,896.0	4,293,509.0	505.50				Average	
		point700	700	5,267,113.5	4,293,495.0	507.00					
Rd266 ; EB Mehring fr W 5th(2)1/1	24.0	point701	701	5,266,064.0	4,289,392.0	485.50				Average	
		point702	702	5,266,306.0	4,289,230.0	487.00				Average	
		point703	703	5,266,454.0	4,289,140.0	487.50				Average	
		point704	704	5,266,554.5	4,289,071.0	487.50					
Rd267 ; WB Mehring to W 5th(2)1/1	24.0	point705	705	5,266,559.0	4,289,123.0	488.50				Average	
		point706	706	5,266,445.0	4,289,218.0	488.50				Average	
		point707	707	5,266,330.0	4,289,294.0	487.50				Average	
		point708	708	5,266,139.0	4,289,409.0	485.50					
Rd268 ; NB Linn Gest W 6th(2)1/1	24.0	point709	709	5,267,997.0	4,289,271.0	495.50				Average	
		point710	710	5,267,949.0	4,289,302.0	496.00				Average	
		point711	711	5,267,918.0	4,289,315.0	496.00				Average	
		point712	712	5,267,886.5	4,289,323.0	496.00				Average	
		point713	713	5,267,850.0	4,289,326.0	495.50				Average	
		point714	714	5,267,471.0	4,289,281.0	491.50				Average	
		point715	715	5,267,389.5	4,289,284.0	490.50				Average	
		point716	716	5,267,315.0	4,289,304.0	489.50				Average	
		point717	717	5,267,227.5	4,289,338.0	488.50				Average	
		point718	718	5,267,153.0	4,289,389.0	487.50				Average	
		point719	719	5,267,079.0	4,289,462.0	489.00				Average	
		point720	720	5,267,040.5	4,289,517.0	490.00				Average	
		point721	721	5,267,004.0	4,289,599.0	491.50				Average	
		point722	722	5,266,874.0	4,289,981.0	499.00				Average	
		point723	723	5,266,857.0	4,290,064.0	501.50				Average	
Rd269 ; NB Linn Off to 6th-On fr 6th(2)1/1	24.0	point724	724	5,266,854.0	4,290,119.0	503.50				Average	
		point725	725	5,266,854.0	4,290,119.0	503.50				Average	
		point726	726	5,266,852.0	4,290,157.0	504.50				Average	
		point727	727	5,266,894.0	4,290,544.0	514.50					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd270 ; NB Linn On fr 6th-8th(4)1/1	48.0	point728	728	5,266,894.0	4,290,544.0	514.50				Average	
		point729	729	5,266,908.0	4,290,600.0	514.50				Average	
		point730	730	5,266,957.0	4,290,887.0	515.50				Average	
		point731	731	5,266,999.0	4,291,036.0	516.50				Average	
		point732	732	5,267,081.5	4,291,276.0	517.50					
Rd271 ; NB Linn @ W 8th(4)1/1	48.0	point733	733	5,267,081.5	4,291,276.0	517.50				Average	
		point734	734	5,267,099.0	4,291,317.0	517.00					
Rd272 ; NB Linn 8th-Court(3)1/1	36.0	point735	735	5,267,099.0	4,291,317.0	517.00				Average	
		point736	736	5,267,201.0	4,291,573.0	522.00				Average	Y
		point737	737	5,267,355.0	4,291,971.0	519.50				Average	Y
		point738	738	5,267,426.0	4,292,158.0	510.00					
Rd273 ; NB Linn fr Court(2)1/1	24.0	point739	739	5,267,426.0	4,292,158.0	510.00				Average	
		point740	740	5,267,448.5	4,292,246.0	507.20				Average	
		point741	741	5,267,464.5	4,292,343.5	509.00				Average	
		point742	742	5,267,474.0	4,292,470.0	510.50					
Rd274 ; SB Linn to Court(2)1/1	24.0	point743	743	5,267,444.0	4,292,478.0	510.00				Average	
		point744	744	5,267,436.0	4,292,364.0	509.00				Average	
		point745	745	5,267,422.0	4,292,275.0	507.00				Average	
		point746	746	5,267,401.0	4,292,159.0	510.00					
Rd275 ; SB Linn Court-8th(2)1/1	24.0	point747	747	5,267,401.0	4,292,159.0	510.00				Average	
		point748	748	5,267,329.0	4,291,984.0	519.00				Average	Y
		point749	749	5,267,168.0	4,291,594.0	522.00				Average	Y
		point750	750	5,267,056.0	4,291,330.0	516.00					
Rd276 ; SB Linn @ W 8th(2)1/1	24.0	point751	751	5,267,056.0	4,291,330.0	516.00				Average	
		point752	752	5,267,033.5	4,291,278.0	516.50					
Rd277 ; SB Linn 8th-Dalton(4)1/1	48.0	point753	753	5,267,033.5	4,291,278.0	516.50				Average	
		point754	754	5,266,932.0	4,291,042.0	516.50				Average	
		point755	755	5,266,898.0	4,290,923.0	516.00				Average	
		point756	756	5,266,875.0	4,290,780.0	515.30				Average	
		point757	757	5,266,853.0	4,290,557.5	514.00					
Rd278 ; SB Linn @ Dalton(4)1/1	48.0	point758	758	5,266,853.0	4,290,557.5	514.00				Average	
		point759	759	5,266,850.0	4,290,527.0	514.00					
Rd279 ; SB Linn Dalton-6th (3)1/1	36.0	point760	760	5,266,850.0	4,290,527.0	514.00				Average	
		point761	761	5,266,818.0	4,290,196.0	505.50				Average	
		point762	762	5,266,821.5	4,290,117.0	503.00					
Rd280 ; SB Linn 6th-5th(2)1/1	24.0	point763	763	5,266,821.5	4,290,117.0	503.00				Average	
		point764	764	5,266,823.0	4,290,084.0	502.00				Average	
		point765	765	5,266,850.0	4,289,970.0	499.00				Average	
		point766	766	5,266,980.0	4,289,585.0	491.50					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd281 ; SB Linn 5th-Gest(2)1/1	24.0	point767	767	5,266,980.0	4,289,585.0	491.50				Average	
		point768	768	5,267,023.0	4,289,497.0	490.00				Average	
		point769	769	5,267,101.0	4,289,401.0	488.00				Average	
		point770	770	5,267,200.0	4,289,323.0	488.00				Average	
		point771	771	5,267,306.0	4,289,278.0	489.50				Average	
		point772	772	5,267,409.0	4,289,258.0	490.50				Average	
		point773	773	5,267,492.0	4,289,256.0	491.50				Average	
		point774	774	5,267,816.0	4,289,296.0	495.00				Average	
		point775	775	5,267,890.0	4,289,282.0	495.00				Average	
		point776	776	5,267,936.0	4,289,255.0	494.50				Average	
		point777	777	5,267,989.0	4,289,214.0	494.00					
Rd282 ; W 6th Linn-Ramp(2)1/1	24.0	point778	778	5,266,854.0	4,290,119.0	503.50				Average	
		point779	779	5,266,926.0	4,290,125.0	504.00					
Rd283 ; EB 6th On Ramp(2)1/1	24.0	point780	780	5,266,926.0	4,290,125.0	504.00				Average	
		point781	781	5,266,982.0	4,290,149.0	505.50				Average	
		point782	782	5,267,077.0	4,290,172.0	509.00				Average	
		point783	783	5,267,391.0	4,290,281.0	526.00					
Rd 284 ; EB 6th On Ramp(1)1/1	12.0	point784	784	5,267,391.0	4,290,281.0	526.00				Average	
		point785	785	5,267,628.0	4,290,357.0	536.50				Average	
		point786	786	5,267,703.0	4,290,377.0	539.00				Average	
		point787	787	5,267,752.0	4,290,389.0	540.50				Average	
		point788	788	5,267,876.0	4,290,435.0	544.60					
Rd285 ; WB Off to linn Fr 6th(1)1/1	12.0	point789	789	5,267,718.0	4,290,498.0	541.00				Average	
		point790	790	5,267,651.0	4,290,503.0	539.00				Average	
		point791	791	5,267,421.0	4,290,484.0	530.50				Average	
		point792	792	5,267,256.0	4,290,490.0	524.00					
Rd286 ; WB Off to linn fr 6th(3)1/1	36.0	point793	793	5,267,256.0	4,290,490.0	524.00				Average	
		point794	794	5,266,894.0	4,290,544.0	514.50					
Rd287 ; NB 42/127 to 2nd(2)1/1	24.0	point795	795	5,269,698.0	4,288,109.0	537.00				Average	Y
		point796	796	5,269,572.0	4,288,398.0	533.00				Average	Y
		point797	797	5,269,485.0	4,288,662.0	520.00				Average	Y
		point798	798	5,269,444.5	4,288,749.0	517.50					
Rd288 ; EB 3rd @ Smith(2)1/1	24.0	point799	799	5,269,329.0	4,289,122.0	502.50				Average	
		point800	800	5,269,361.0	4,289,129.0	502.50					
Rd289 ; NB Smith 2nd-3rd(2)1/1	24.0	point801	801	5,269,444.5	4,288,749.0	517.50				Average	Y
		point802	802	5,269,378.5	4,289,047.5	504.00				Average	Y
		point803	803	5,269,361.0	4,289,129.0	502.50					
Rd290 ; SB Smith 3rd-2nd(1)1/1	12.0	point804	804	5,269,329.0	4,289,122.0	502.50				Average	
		point805	805	5,269,346.5	4,289,043.0	504.00				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point806	806	5,269,417.0	4,288,739.5	517.50					
Rd291 ; SB 42/127 fr 2nd(1)1/1	12.0	point807	807	5,269,417.0	4,288,739.5	517.50				Average	Y
		point808	808	5,269,480.0	4,288,556.0	524.00				Average	Y
		point809	809	5,269,574.5	4,288,332.0	533.00				Average	Y
		point810	810	5,269,679.0	4,288,095.0	537.00					
Rd296;WB Mehring Way to Pete Rose(2)1/1	24.0	point811	811	5,269,044.0	4,288,063.0	488.80				Average	
		point812	812	5,268,780.0	4,288,067.0	487.50				Average	
		point813	813	5,268,425.0	4,288,069.0	487.30				Average	
		point814	814	5,268,241.0	4,288,071.0	487.00				Average	
		point815	815	5,268,194.5	4,288,077.0	487.00				Average	
		point816	816	5,268,151.0	4,288,091.0	486.50				Average	
		point817	817	5,267,897.0	4,288,247.0	485.00					
Rd297; WB Mehring @ Pete Rose(2)1/1	24.0	point818	818	5,267,897.0	4,288,247.0	485.00				Average	
		point819	819	5,267,870.5	4,288,264.0	485.00					
Rd298; SB Spr @ Low Western(2)1/1	24.0	point820	820	5,265,084.0	4,298,999.0	499.50				Average	
		point821	821	5,265,083.0	4,298,981.0	499.50					
Rd300; NB 71 Br-On Fr CD1/1	48.0	point822	822	5,269,101.0	4,287,363.0	557.60				Average	Y
		point823	823	5,269,106.0	4,287,642.0	553.40				Average	Y
		point824	824	5,269,115.0	4,287,838.5	552.70				Average	Y
		point825	825	5,269,133.0	4,288,089.0	556.00				Average	Y
		point826	826	5,269,149.0	4,288,229.0	559.40				Average	Y
		point827	827	5,269,168.5	4,288,335.0	561.80				Average	Y
		point828	828	5,269,191.0	4,288,414.0	563.00				Average	Y
		point829	829	5,269,216.5	4,288,479.0	563.50				Average	Y
		point830	830	5,269,256.0	4,288,562.0	563.70				Average	Y
		point831	831	5,269,291.5	4,288,620.0	563.50				Average	Y
		point832	832	5,269,346.0	4,288,695.0	562.80				Average	Y
		point833	833	5,269,394.0	4,288,748.0	562.00				Average	Y
		point834	834	5,269,455.0	4,288,806.0	560.50				Average	Y
		point835	835	5,269,564.0	4,288,887.0	557.00				Average	Y
		point836	836	5,269,682.0	4,288,949.0	554.00				Average	Y
		point837	837	5,269,763.0	4,288,980.0	551.50				Average	Y
		point838	838	5,269,839.0	4,289,003.0	549.00				Average	Y
		point839	839	5,269,967.0	4,289,037.0	546.00				Average	Y
		point840	840	5,270,083.0	4,289,058.0	552.30					
Rd301; NB 75 On fr CD-EB 71(2)1/1	24.0	point841	841	5,270,083.0	4,289,058.0	542.30				Average	
		point842	842	5,270,404.0	4,289,143.0	528.50				Average	
		point843	843	5,270,642.0	4,289,203.0	513.80				Average	
		point844	844	5,270,725.0	4,289,236.0	506.90					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd302 ; NB CD Under 75 (BR)(2)1/1	24.0	point845	845	5,269,102.0	4,287,363.0	533.80				Average	Y
		point846	846	5,269,106.0	4,287,620.0	529.40				Average	Y
		point847	847	5,269,110.0	4,287,726.0	527.90					
Rd303; NB Off fr CD(1)1/1	12.0	point848	848	5,269,110.0	4,287,726.0	527.90				Average	Y
		point849	849	5,269,157.0	4,287,943.5	530.80				Average	Y
		point850	850	5,269,171.0	4,288,030.0	534.00				Average	Y
		point851	851	5,269,198.0	4,288,260.5	543.00				Average	Y
		point852	852	5,269,214.0	4,288,341.0	548.50				Average	Y
		point853	853	5,269,234.5	4,288,413.0	551.00				Average	Y
		point854	854	5,269,272.0	4,288,505.0	555.50					
Rd304; NB Off fr CD(2)1/1	24.0	point855	855	5,269,272.0	4,288,505.0	555.50				Average	Y
		point856	856	5,269,362.0	4,288,640.0	560.00				Average	Y
		point857	857	5,269,418.0	4,288,706.0	559.00					
Rd305; NB On fr CD(1)1/1	12.0	point858	858	5,269,418.0	4,288,706.0	559.00				Average	Y
		point859	859	5,269,444.0	4,288,745.0	558.00				Average	Y
		point860	860	5,269,495.0	4,288,793.0	557.00				Average	Y
		point861	861	5,269,565.0	4,288,849.0	556.00				Average	Y
		point862	862	5,269,629.0	4,288,889.0	555.00				Average	Y
		point863	863	5,269,707.0	4,288,928.0	554.00				Average	Y
		point864	864	5,269,795.0	4,288,964.0	554.00				Average	Y
		point865	865	5,269,964.5	4,289,014.0	552.50				Average	Y
		point866	866	5,270,083.0	4,289,058.0	552.30					
Rd306; NB CD fr Under 75(2)1/1	24.0	point867	867	5,269,110.0	4,287,726.0	527.90				Average	Y
		point868	868	5,269,099.0	4,288,060.0	531.30				Average	Y
		point869	869	5,269,110.0	4,288,282.0	540.00				Average	Y
		point870	870	5,269,126.0	4,288,386.0	547.00				Average	Y
		point871	871	5,269,151.0	4,288,488.0	553.80				Average	Y
		point872	872	5,269,179.0	4,288,576.0	560.00					
Rd307; NB CD to Off to W5th(31/1	36.0	point873	873	5,269,179.0	4,288,576.0	560.00				Average	Y
		point874	874	5,269,367.0	4,289,038.0	578.50					
Rd308; NB CD to Off to W6th(2)1/1	24.0	point875	875	5,269,367.0	4,289,038.0	587.50				Average	Y
		point876	876	5,269,476.0	4,289,327.0	583.90				Average	Y
		point877	877	5,269,532.0	4,289,496.0	574.00				Average	Y
		point878	878	5,269,553.0	4,289,583.0	575.70				Average	Y
		point879	879	5,269,557.0	4,289,644.0	563.00					
Rd309; NB CD to CDunder w8th(1)1/1	12.0	point880	880	5,269,558.0	4,289,643.0	563.00				Average	Y
		point881	881	5,269,578.0	4,289,741.0	558.30				Average	Y
		point882	882	5,269,579.0	4,289,805.0	553.30				Average	Y
		point883	883	5,269,576.0	4,289,928.0	545.70				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point884	884	5,269,564.0	4,290,126.0	532.80				Average	
		point885	885	5,269,552.0	4,290,230.0	527.00				Average	
		point886	886	5,269,535.0	4,290,322.0	523.50				Average	
		point887	887	5,269,507.0	4,290,420.0	520.80				Average	
		point888	888	5,269,467.0	4,290,520.0	518.60				Average	
		point889	889	5,269,419.5	4,290,609.0	517.50				Average	
		point890	890	5,269,360.0	4,290,699.0	517.00				Average	
		point891	891	5,269,285.0	4,290,789.0	515.20				Average	
		point892	892	5,269,213.0	4,290,860.0	514.50				Average	
		point893	893	5,269,129.0	4,290,925.0	514.70				Average	
		point894	894	5,269,015.5	4,290,999.0	517.00				Average	
		point895	895	5,268,595.0	4,291,228.0	524.10				Average	
		point896	896	5,268,342.0	4,291,358.0	518.90				Average	
		point897	897	5,268,045.0	4,291,503.0	513.70					
Rd310 ; NB CD to 75 On(3)1/1	36.0	point898	898	5,268,045.0	4,291,503.0	513.70				Average	
		point899	899	5,267,880.0	4,291,592.0	510.40				Average	
		point900	900	5,267,430.5	4,291,838.0	501.40				Average	
		point901	901	5,267,318.0	4,291,900.0	498.40				Average	
		point902	902	5,267,199.0	4,291,974.0	495.00				Average	
		point903	903	5,267,119.0	4,292,029.0	493.20				Average	
		point904	904	5,267,062.0	4,292,073.0	491.70					
Rd311; Off fr NB CD to 75(2)1/1	24.0	point905	905	5,267,062.0	4,292,073.0	491.70				Average	
		point906	906	5,267,021.0	4,292,100.0	491.30				Average	
		point907	907	5,266,922.0	4,292,194.0	490.80				Average	
		point908	908	5,266,842.0	4,292,286.0	489.20				Average	
		point909	909	5,266,762.0	4,292,397.0	488.70				Average	
		point910	910	5,266,666.0	4,292,562.5	488.60				Average	
		point911	911	5,266,597.0	4,292,719.0	488.60				Average	
		point912	912	5,266,538.0	4,292,845.0	488.60					
R312; NB off fr Cd to EB 5th(1)1/1	12.0	point913	913	5,269,179.0	4,288,576.0	560.00				Average	Y
		point914	914	5,269,250.5	4,288,704.0	568.00				Average	Y
		point915	915	5,269,451.0	4,289,120.5	586.60				Average	Y
		point916	916	5,269,537.0	4,289,305.0	578.90				Average	Y
		point917	917	5,269,574.0	4,289,400.0	572.00				Average	Y
		point918	918	5,269,601.0	4,289,503.0	565.00				Average	Y
		point919	919	5,269,615.5	4,289,597.0	558.00				Average	Y
		point920	920	5,269,620.0	4,289,694.0	525.00				Average	Y
		point921	921	5,269,622.0	4,289,843.5	550.00					
Rd313; NB off fr Cd to EB 5th(2)1/1	24.0	point922	922	5,269,622.0	4,289,842.0	550.00				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point923	923	5,269,624.0	4,289,918.0	546.10				Average	Y
		point924	924	5,269,635.0	4,289,965.0	546.10				Average	Y
		point925	925	5,269,649.0	4,290,005.5	546.10				Average	Y
		point926	926	5,269,672.0	4,290,043.0	546.60				Average	Y
		point927	927	5,269,702.0	4,290,074.0	547.10				Average	Y
		point928	928	5,269,734.0	4,290,100.0	547.30				Average	Y
		point929	929	5,269,761.5	4,290,117.0	547.50				Average	Y
		point930	930	5,269,792.0	4,290,135.0	547.70				Average	Y
		point931	931	5,269,823.0	4,290,168.0	547.70					
Rd314; NB Ramp CD-WB 6th(1)1/1	12.0	point932	932	5,269,557.0	4,289,644.0	563.00				Average	Y
		point933	933	5,269,553.0	4,289,733.0	558.20				Average	Y
		point934	934	5,269,541.0	4,289,932.0	545.50				Average	Y
		point935	935	5,269,526.0	4,290,093.0	539.40				Average	Y
		point936	936	5,269,507.0	4,290,286.0	537.50				Average	Y
		point937	937	5,269,488.0	4,290,369.0	538.20				Average	Y
		point938	938	5,269,458.0	4,290,442.0	540.00				Average	Y
		point939	939	5,269,412.5	4,290,513.0	542.70				Average	Y
		point940	940	5,269,364.5	4,290,568.0	546.00				Average	Y
		point941	941	5,269,305.5	4,290,618.0	550.00				Average	Y
		point942	942	5,269,246.0	4,290,657.0	553.00				Average	Y
		point943	943	5,269,170.0	4,290,687.0	554.00				Average	Y
		point944	944	5,269,101.0	4,290,703.5	554.00				Average	Y
		point945	945	5,269,040.0	4,290,712.0	555.00				Average	Y
		point946	946	5,268,963.0	4,290,716.0	554.00				Average	Y
		point947	947	5,268,837.0	4,290,716.0	553.00				Average	Y
		point948	948	5,268,771.0	4,290,729.0	558.00					
Rd315; NB Off fr Cd to 2nd St(1)1/1	12.0	point949	949	5,269,418.0	4,288,706.0	559.00				Average	Y
		point950	950	5,269,458.0	4,288,737.0	558.00				Average	Y
		point951	951	5,269,524.5	4,288,790.0	555.80				Average	
		point952	952	5,269,585.0	4,288,828.0	554.20				Average	
		point953	953	5,269,650.0	4,288,863.0	553.00				Average	
		point954	954	5,269,723.0	4,288,894.0	550.00				Average	Y
		point955	955	5,269,898.5	4,288,952.0	545.80				Average	Y
		point956	956	5,270,067.0	4,289,004.0	541.00				Average	Y
		point957	957	5,270,114.0	4,289,017.0	539.50				Average	Y
		point958	958	5,270,195.0	4,289,031.5	537.00				Average	Y
		point959	959	5,270,437.0	4,289,074.0	531.00				Average	Y
		point960	960	5,270,561.0	4,289,077.0	530.10					
Rd316; On fr CD to Winchell(1)1/1	12.0	point961	961	5,267,062.0	4,292,073.0	491.70				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point962	962	5,267,036.0	4,292,114.0	489.80				Average	
		point963	963	5,266,972.0	4,292,182.0	487.20				Average	
		point964	964	5,266,910.0	4,292,257.0	486.60				Average	
		point965	965	5,266,867.0	4,292,319.0	487.00				Average	
		point966	966	5,266,820.0	4,292,397.0	490.00				Average	
		point967	967	5,266,789.5	4,292,459.0	492.00				Average	
		point968	968	5,266,754.0	4,292,543.0	495.50				Average	
		point969	969	5,266,729.0	4,292,617.0	501.00				Average	
		point970	970	5,266,703.0	4,292,718.0	502.40				Average	
		point971	971	5,266,691.5	4,292,775.0	501.00				Average	
		point972	972	5,266,691.0	4,292,825.0	500.30					
Rd317; Ramp fr Freeman to Winch(2)1/1	24.0	point973	973	5,266,390.0	4,292,282.0	508.50				Average	
		point974	974	5,266,432.0	4,292,328.0	510.00				Average	Y
		point975	975	5,266,520.0	4,292,415.0	513.50				Average	Y
		point976	976	5,266,565.0	4,292,473.0	513.60					
Rd318; Ramp Free-WB Ezz Ch(1)1/1	12.0	point977	977	5,266,565.0	4,292,473.0	513.60				Average	Y
		point978	978	5,266,570.0	4,292,497.0	513.60				Average	Y
		point979	979	5,266,604.0	4,292,566.0	512.00				Average	Y
		point980	980	5,266,624.0	4,292,635.5	509.00				Average	Y
		point981	981	5,266,631.0	4,292,679.0	507.00				Average	Y
		point982	982	5,266,635.0	4,292,729.0	504.00				Average	
		point983	983	5,266,634.0	4,292,775.0	502.00				Average	
		point984	984	5,266,627.0	4,292,834.0	497.50				Average	
		point985	985	5,266,547.5	4,293,198.0	482.50				Average	
		point986	986	5,266,537.0	4,293,287.0	481.90				Average	
		point987	987	5,266,533.0	4,293,376.0	482.00				Average	
		point988	988	5,266,534.0	4,293,481.0	482.20				Average	
		point989	989	5,266,540.0	4,293,599.0	482.30				Average	
		point990	990	5,266,506.5	4,293,810.0	487.00					
Rd319; Ramp Free to Winch(1)1/1	12.0	point991	991	5,266,565.0	4,292,473.0	513.60				Average	Y
		point992	992	5,266,585.0	4,292,493.0	513.60				Average	Y
		point993	993	5,266,611.0	4,292,541.0	512.00				Average	Y
		point994	994	5,266,634.0	4,292,596.0	510.00				Average	Y
		point995	995	5,266,651.0	4,292,657.0	507.00				Average	Y
		point996	996	5,266,659.5	4,292,714.0	505.00				Average	Y
		point997	997	5,266,664.0	4,292,776.0	502.20				Average	
		point998	998	5,266,661.5	4,292,823.0	500.20				Average	
		point999	999	5,266,652.5	4,292,885.0	498.40				Average	
		point1000	1000	5,266,641.0	4,292,949.0	496.20				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1001	1001	5,266,646.0	4,292,987.0	495.20					
Rd320; Ramp fr 6th St to Winch(1)1/1	12.0	point1002	1002	5,269,874.0	4,290,714.0	550.90				Average	
		point1003	1003	5,269,771.0	4,290,729.0	549.80				Average	
		point1004	1004	5,269,629.0	4,290,749.0	545.70				Average	
		point1005	1005	5,269,510.5	4,290,779.0	541.00				Average	
		point1006	1006	5,269,389.0	4,290,822.0	533.10				Average	
		point1007	1007	5,269,262.0	4,290,883.0	528.00				Average	
		point1008	1008	5,269,143.0	4,290,955.0	524.30				Average	
		point1009	1009	5,268,892.5	4,291,111.0	521.60				Average	
		point1010	1010	5,268,749.0	4,291,194.0	522.20				Average	
		point1011	1011	5,268,587.0	4,291,277.0	521.80				Average	
		point1012	1012	5,268,150.0	4,291,502.0	513.60				Average	
		point1013	1013	5,267,795.5	4,291,687.0	506.90				Average	
		point1014	1014	5,267,677.0	4,291,760.0	504.60					
Rd321; Ramp 9th to Winch(1)1/1	12.0	point1015	1015	5,268,737.5	4,291,472.0	540.70				Average	
		point1016	1016	5,268,652.0	4,291,476.0	540.20				Average	
		point1017	1017	5,268,552.5	4,291,472.0	537.80				Average	
		point1018	1018	5,268,469.0	4,291,476.0	534.50				Average	
		point1019	1019	5,268,383.0	4,291,487.0	530.60				Average	
		point1020	1020	5,268,295.0	4,291,507.0	524.30				Average	
		point1021	1021	5,268,177.0	4,291,542.0	509.80				Average	
		point1022	1022	5,268,027.0	4,291,598.0	506.60				Average	
		point1023	1023	5,267,868.5	4,291,670.0	506.00				Average	
		point1024	1024	5,267,762.0	4,291,726.0	505.30				Average	
		point1025	1025	5,267,677.0	4,291,760.0	504.60					
Rd322; Ramp 6th+9th to Winch(2)1/1	24.0	point1026	1026	5,267,677.0	4,291,760.0	504.60				Average	
		point1027	1027	5,267,496.0	4,291,855.0	500.80				Average	
		point1028	1028	5,267,359.0	4,291,931.0	496.60					
Rd323; Ramp 6th+9th to Winch(1)1/1	12.0	point1029	1029	5,267,359.0	4,291,931.0	496.60				Average	
		point1030	1030	5,267,213.0	4,292,017.0	493.50				Average	
		point1031	1031	5,267,130.0	4,292,075.0	490.50				Average	
		point1032	1032	5,267,033.0	4,292,165.0	487.80				Average	
		point1033	1033	5,266,960.0	4,292,246.0	486.50				Average	
		point1034	1034	5,266,900.0	4,292,326.0	486.70				Average	
		point1035	1035	5,266,823.5	4,292,456.0	488.00				Average	
		point1036	1036	5,266,771.0	4,292,572.0	497.80				Average	
		point1037	1037	5,266,736.0	4,292,671.0	502.40				Average	
		point1038	1038	5,266,707.0	4,292,780.0	502.40				Average	
		point1039	1039	5,266,691.0	4,292,825.0	500.30					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd324; NB Winch 6th on-Free On(2)1/1	24.0	point1040	1040	5,266,691.0	4,292,825.0	500.30				Average	
		point1041	1041	5,266,646.0	4,292,987.0	495.20					
Rd325; ramp 4th to NB CD(2)1/1	24.0	point2024	2024	5,270,050.0	4,289,761.0	536.60				Average	
		point1043	1043	5,269,888.0	4,289,726.0	534.20				Average	
		point1044	1044	5,269,777.5	4,289,712.0	530.30				Average	
		point1045	1045	5,269,723.0	4,289,715.0	531.80				Average	
		point1046	1046	5,269,661.0	4,289,729.0	527.00				Average	
		point1047	1047	5,269,594.0	4,289,745.5	526.10				Average	
		point1048	1048	5,269,523.0	4,289,802.5	526.70				Average	
		point1049	1049	5,269,501.0	4,289,848.0	527.20				Average	
		point1050	1050	5,269,492.0	4,289,899.0	527.80				Average	
		point1051	1051	5,269,485.5	4,289,956.0	528.20				Average	
		point1052	1052	5,269,482.0	4,290,032.0	528.00				Average	
		point1053	1053	5,269,471.0	4,290,186.0	526.00				Average	
		point1054	1054	5,269,449.0	4,290,307.0	524.10				Average	
		point1055	1055	5,269,422.0	4,290,387.0	523.50				Average	
		point1056	1056	5,269,393.0	4,290,455.0	523.00				Average	
		point1057	1057	5,269,341.0	4,290,547.0	523.00				Average	
		point1058	1058	5,269,254.0	4,290,674.0	523.70				Average	
		point1059	1059	5,269,182.0	4,290,766.0	524.20				Average	
		point1060	1060	5,269,123.0	4,290,829.0	523.00				Average	
		point1061	1061	5,269,077.0	4,290,863.0	522.60					
Rd326; Ramp WB 71-NB CD(1)1/1	12.0	point1062	1062	5,269,077.0	4,290,863.0	522.60				Average	
		point1063	1063	5,268,924.5	4,290,993.0	523.50				Average	
		point1064	1064	5,268,817.0	4,291,067.0	523.50				Average	
		point1065	1065	5,268,693.0	4,291,141.0	522.70				Average	
		point1066	1066	5,268,486.0	4,291,255.0	520.30				Average	
		point1067	1067	5,268,235.0	4,291,391.0	516.90				Average	
		point1068	1068	5,268,045.0	4,291,503.0	513.70					
Rd328; BN Ramp 71-CD + 6th(2)1/1	24.0	point1069	1069	5,270,776.0	4,289,321.0	507.00				Average	
		point1070	1070	5,270,580.0	4,289,261.0	518.00				Average	
		point1071	1071	5,270,067.0	4,289,156.0	537.10				Average	
		point1072	1072	5,269,979.0	4,289,143.0	537.20					
Rd329 ; Ramp wb 71-NB CD(1)1/1	12.0	point1073	1073	5,269,979.0	4,289,143.0	537.20				Average	Y
		point1074	1074	5,269,856.0	4,289,156.0	534.80				Average	Y
		point1075	1075	5,269,824.0	4,289,166.0	533.90				Average	Y
		point1076	1076	5,269,754.0	4,289,188.0	532.50				Average	Y
		point1077	1077	5,269,683.0	4,289,229.0	530.80				Average	
		point1078	1078	5,269,622.0	4,289,277.0	530.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1079	1079	5,269,578.0	4,289,326.0	527.80				Average	
		point1080	1080	5,269,542.0	4,289,375.0	526.70				Average	
		point1081	1081	5,269,503.0	4,289,449.0	525.30				Average	
		point1082	1082	5,269,481.0	4,289,513.0	524.00				Average	
		point1083	1083	5,269,469.0	4,289,575.0	523.70				Average	
		point1084	1084	5,269,463.0	4,289,656.5	524.20				Average	
		point1085	1085	5,269,439.0	4,290,116.0	524.70				Average	
		point1086	1086	5,269,428.0	4,290,220.0	523.00				Average	
		point1087	1087	5,269,411.0	4,290,302.0	521.80				Average	
		point1088	1088	5,269,383.0	4,290,387.0	520.90				Average	
		point1089	1089	5,269,327.0	4,290,509.0	520.70				Average	
		point1090	1090	5,269,262.0	4,290,619.0	521.00				Average	
		point1091	1091	5,269,205.0	4,290,703.5	521.70				Average	
		point1092	1092	5,269,111.0	4,290,814.0	522.40				Average	
		point1093	1093	5,269,077.0	4,290,863.0	522.60					
Rd330; Ramp WB 71-6th + Gest(1)1/1	12.0	point1094	1094	5,269,979.0	4,289,143.0	537.20				Average	Y
		point1095	1095	5,269,874.0	4,289,137.0	536.00				Average	Y
		point1096	1096	5,269,793.5	4,289,151.0	534.50				Average	Y
		point1097	1097	5,269,697.0	4,289,187.0	532.80				Average	Y
		point1098	1098	5,269,610.0	4,289,242.0	531.00				Average	Y
		point1099	1099	5,269,553.0	4,289,297.0	529.60				Average	Y
		point1100	1100	5,269,508.5	4,289,358.0	528.20				Average	Y
		point1101	1101	5,269,471.0	4,289,432.0	526.90				Average	Y
		point1102	1102	5,269,449.0	4,289,501.0	525.80				Average	Y
		point1103	1103	5,269,437.0	4,289,579.0	524.90				Average	Y
		point1104	1104	5,269,405.0	4,290,116.0	537.00				Average	Y
		point1105	1105	5,269,396.5	4,290,199.0	542.00				Average	Y
		point1106	1106	5,269,385.0	4,290,260.0	546.00				Average	Y
		point1107	1107	5,269,362.0	4,290,328.0	549.60				Average	Y
		point1108	1108	5,269,317.0	4,290,410.0	555.00				Average	Y
		point1109	1109	5,269,250.5	4,290,484.5	558.30				Average	Y
		point1110	1110	5,269,203.0	4,290,535.0	559.60				Average	Y
		point1111	1111	5,269,117.0	4,290,591.0	560.80				Average	Y
		point1112	1112	5,269,017.0	4,290,634.0	560.00				Average	Y
		point1113	1113	5,268,892.0	4,290,668.0	557.30					
Rdy332; Ramp WB 71 to 6th(1)1/1	12.0	point1114	1114	5,268,892.0	4,290,668.0	557.30				Average	Y
		point1115	1115	5,268,846.0	4,290,681.0	556.50				Average	Y
		point1116	1116	5,268,770.0	4,290,689.0	554.50				Average	Y
		point1117	1117	5,268,695.0	4,290,687.0	553.10				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1118	1118	5,268,639.0	4,290,681.0	552.50				Average	Y
		point1119	1119	5,268,538.0	4,290,665.0	551.50				Average	Y
		point1120	1120	5,268,441.0	4,290,646.0	550.80				Average	Y
		point1121	1121	5,268,372.5	4,290,651.0	551.50					
Rd333; Ramp WB 71 to Gest(1)1/1	12.0	point1122	1122	5,268,892.0	4,290,668.0	557.30				Average	Y
		point1123	1123	5,268,846.0	4,290,662.0	556.50				Average	Y
		point1124	1124	5,268,773.0	4,290,669.0	554.50				Average	Y
		point1125	1125	5,268,711.0	4,290,666.0	553.00				Average	Y
		point1126	1126	5,268,603.0	4,290,649.0	550.00				Average	Y
		point1127	1127	5,268,416.0	4,290,605.0	542.50				Average	Y
		point1128	1128	5,268,185.0	4,290,552.0	535.00				Average	
		point1129	1129	5,268,000.0	4,290,514.0	527.50					
Rd334; NB 75 (new) lower (3)1/1	36.0	point1130	1130	5,268,989.0	4,287,364.0	538.50				Average	Y
		point1131	1131	5,269,003.0	4,287,788.0	533.20				Average	Y
		point1132	1132	5,269,006.5	4,287,974.0	533.30				Average	Y
		point1133	1133	5,269,010.0	4,288,112.0	536.20				Average	Y
		point1134	1134	5,269,015.0	4,288,235.0	537.80				Average	Y
		point1135	1135	5,269,025.0	4,288,381.0	542.20				Average	Y
		point1136	1136	5,269,062.0	4,288,581.0	550.60				Average	Y
		point1137	1137	5,269,136.0	4,288,849.0	560.30				Average	Y
		point1138	1138	5,269,232.5	4,289,156.0	564.70				Average	Y
		point1139	1139	5,269,273.5	4,289,316.0	564.40				Average	Y
		point1140	1140	5,269,300.0	4,289,448.0	563.00				Average	Y
		point1141	1141	5,269,317.0	4,289,585.0	559.50				Average	Y
		point1142	1142	5,269,325.0	4,289,731.0	555.20				Average	Y
		point1143	1143	5,269,317.0	4,289,911.0	548.10				Average	Y
		point1144	1144	5,269,305.0	4,290,026.0	541.70				Average	Y
		point1145	1145	5,269,286.0	4,290,133.0	538.60				Average	Y
		point1146	1146	5,269,257.5	4,290,256.0	532.20				Average	Y
		point1147	1147	5,269,225.5	4,290,362.0	529.00				Average	Y
		point1148	1148	5,269,192.0	4,290,453.0	527.00				Average	Y
		point1149	1149	5,269,145.0	4,290,553.0	524.60				Average	Y
		point1150	1150	5,269,086.0	4,290,655.0	523.60				Average	Y
		point1151	1151	5,268,989.0	4,290,789.0	522.80				Average	Y
		point1152	1152	5,268,914.0	4,290,876.0	522.20				Average	Y
		point1153	1153	5,268,846.0	4,290,946.0	521.70				Average	Y
		point1154	1154	5,268,753.5	4,291,017.0	521.00					
Rd335; NB 75 to On Fr CD(3)1/1	36.0	point1155	1155	5,268,753.5	4,291,017.0	521.00				Average	
		point1156	1156	5,268,593.0	4,291,125.0	520.20				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1157	1157	5,268,360.0	4,291,255.5	518.80				Average	
		point1158	1158	5,267,332.0	4,291,820.0	501.90				Average	
		point1159	1159	5,267,251.0	4,291,870.0	500.20				Average	
		point1160	1160	5,267,156.0	4,291,931.0	498.00				Average	
		point1161	1161	5,267,033.5	4,292,025.0	495.60				Average	
		point1162	1162	5,266,921.0	4,292,132.0	493.90				Average	
		point1163	1163	5,266,807.5	4,292,263.0	482.40				Average	
		point1164	1164	5,266,713.0	4,292,401.0	491.30				Average	
		point1165	1165	5,266,635.0	4,292,545.0	490.40				Average	
		point1166	1166	5,266,582.0	4,292,669.0	489.60				Average	
		point1167	1167	5,266,550.0	4,292,756.0	489.00				Average	
		point1168	1168	5,266,538.0	4,292,845.0	488.60					
Rd337; NB 75 5lane-Western Off(6)1/1	72.0	point1169	1169	5,265,466.0	4,296,857.0	510.80				Average	
		point1170	1170	5,265,425.0	4,296,973.0	513.90				Average	
		point1171	1171	5,265,383.0	4,297,095.0	516.50				Average	
		point1172	1172	5,265,361.5	4,297,181.0	518.40					
Rd338; NB 75 Western Off-Winc On(5)1/1	60.0	point1173	1173	5,265,361.5	4,297,181.0	518.40				Average	Y
		point1174	1174	5,265,334.0	4,297,282.0	519.70				Average	Y
		point1175	1175	5,265,320.5	4,297,364.0	520.20				Average	Y
		point1176	1176	5,265,306.0	4,297,484.0	519.80				Average	Y
		point1177	1177	5,265,301.0	4,297,631.0	519.20				Average	Y
		point1178	1178	5,265,306.0	4,297,775.0	518.20				Average	Y
		point1179	1179	5,265,349.0	4,298,425.0	520.60				Average	
		point1180	1180	5,265,368.5	4,298,738.0	518.70				Average	
		point1181	1181	5,265,390.0	4,299,021.0	517.00				Average	
		point1182	1182	5,265,404.0	4,299,181.0	515.80					
Rd339; NB 75 Winc On-West On(5)1/1	60.0	point1183	1183	5,265,404.0	4,299,181.0	515.80				Average	Y
		point1184	1184	5,265,432.0	4,299,338.0	514.90				Average	Y
		point1185	1185	5,265,473.0	4,299,540.0	513.60				Average	Y
		point1186	1186	5,265,559.0	4,299,811.0	513.80				Average	Y
		point1187	1187	5,265,621.0	4,300,006.0	517.50				Average	Y
		point1188	1188	5,265,713.0	4,300,289.0	525.40				Average	Y
		point1189	1189	5,265,807.0	4,300,580.0	533.00				Average	Y
		point1190	1190	5,265,896.0	4,300,869.0	535.80					
Rd340; NB 75 Fr Western On(5)1/1	60.0	point1191	1191	5,265,896.0	4,300,869.0	535.80				Average	
		point1192	1192	5,265,945.0	4,301,008.0	536.70				Average	
		point1193	1193	5,265,959.0	4,301,076.0	538.00				Average	
		point1194	1194	5,266,007.0	4,301,261.0	539.00				Average	
		point1195	1195	5,266,052.5	4,301,486.0	540.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1196	1196	5,266,080.0	4,301,705.0	541.50				Average	
		point1197	1197	5,266,091.0	4,301,860.0	541.50					
Rd341; On Ramp to 75 fr W 3rd(1)1/1	12.0	point1198	1198	5,269,362.5	4,289,150.0	503.20				Average	
		point1199	1199	5,269,339.5	4,289,240.0	503.70				Average	
		point1200	1200	5,269,336.0	4,289,307.5	504.40				Average	Y
		point1201	1201	5,269,349.0	4,289,445.0	512.40				Average	Y
		point1202	1202	5,269,383.0	4,289,694.0	527.00				Average	Y
		point1203	1203	5,269,387.5	4,289,817.0	533.40				Average	Y
		point1204	1204	5,269,384.0	4,289,903.0	537.30				Average	Y
		point1205	1205	5,269,373.0	4,289,996.0	539.00				Average	Y
		point1206	1206	5,269,355.5	4,290,091.0	540.20				Average	Y
		point1207	1207	5,269,307.5	4,290,253.0	537.90				Average	Y
		point1208	1208	5,269,257.5	4,290,387.0	533.40				Average	Y
		point1209	1209	5,269,218.5	4,290,480.0	530.30				Average	Y
		point1210	1210	5,269,155.0	4,290,604.0	528.80				Average	Y
		point1211	1211	5,269,086.5	4,290,712.0	527.20				Average	Y
		point1212	1212	5,269,010.0	4,290,809.0	525.70				Average	Y
		point1213	1213	5,268,916.0	4,290,909.0	524.10				Average	Y
		point1214	1214	5,268,828.0	4,290,989.0	522.60				Average	Y
		point1215	1215	5,268,753.5	4,291,017.0	521.00					
Rd342; BN Off Fr 75 to WHV(1)1/1	12.0	point1216	1216	5,265,554.0	4,296,691.0	508.40				Average	
		point1217	1217	5,265,527.0	4,296,814.0	510.60				Average	
		point1218	1218	5,265,502.0	4,296,867.0	511.60				Average	
		point1219	1219	5,265,465.0	4,296,959.0	513.50				Average	
		point1220	1220	5,265,425.0	4,297,074.0	515.70				Average	
		point1221	1221	5,265,391.0	4,297,206.0	517.90				Average	Y
		point1222	1222	5,265,370.5	4,297,351.0	520.50				Average	Y
		point1223	1223	5,265,363.0	4,297,466.0	522.50				Average	
		point1224	1224	5,265,367.0	4,297,594.0	524.50				Average	
		point1225	1225	5,265,409.5	4,298,279.0	535.70				Average	Y
		point1226	1226	5,265,421.0	4,298,440.0	537.90				Average	Y
		point1227	1227	5,265,434.5	4,298,681.0	541.30					
Rd348 ; NB On Fr Western(1)1/1	12.0	point1228	1228	5,265,466.5	4,298,680.0	541.30				Average	Y
		point1229	1229	5,265,497.0	4,299,167.0	538.70				Average	Y
		point1230	1230	5,265,507.0	4,299,291.0	538.50				Average	Y
		point1231	1231	5,265,521.0	4,299,395.0	538.30				Average	Y
		point1232	1232	5,265,528.0	4,299,438.0	538.30				Average	Y
		point1233	1233	5,265,546.0	4,299,552.0	538.00				Average	Y
		point1234	1234	5,265,579.0	4,299,696.0	537.80				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1235	1235	5,265,628.0	4,299,868.0	537.50				Average	
		point1236	1236	5,265,760.5	4,300,307.0	536.70				Average	
		point1237	1237	5,265,878.0	4,300,701.0	536.00				Average	
		point1238	1238	5,265,896.0	4,300,869.0	535.80					
Rd349 ; SB 75 to Off ramp(6)1/1	72.0	point1239	1239	5,266,027.0	4,301,872.0	538.50				Average	
		point1240	1240	5,266,017.0	4,301,709.0	538.50				Average	
		point1241	1241	5,266,008.0	4,301,629.0	538.50				Average	
		point1242	1242	5,265,986.0	4,301,469.0	537.50				Average	
		point1244	1244	5,265,893.0	4,301,102.0	536.00				Average	
		point1245	1245	5,265,790.5	4,300,821.0	535.50				Average	
		point1246	1246	5,265,664.0	4,300,433.0	528.10					
Rd350 ; SB 75 fr Off-On fr western(5)1/1	60.0	point1247	1247	5,265,664.0	4,300,433.0	528.10				Average	
		point1248	1248	5,265,627.0	4,300,312.0	525.40				Average	
		point1249	1249	5,265,562.0	4,300,109.0	520.00				Average	
		point1250	1250	5,265,505.0	4,299,933.0	515.30				Average	
		point1251	1251	5,265,439.0	4,299,725.0	513.00				Average	
		point1252	1252	5,265,376.0	4,299,482.0	514.00				Average	Y
		point1253	1253	5,265,336.5	4,299,282.0	515.30				Average	
		point1254	1254	5,265,309.0	4,299,087.0	516.60				Average	
		point1255	1255	5,265,279.5	4,298,752.0	518.70				Average	
		point1256	1256	5,265,272.0	4,298,619.0	519.70				Average	Y
		point1257	1257	5,265,243.0	4,298,164.0	519.90				Average	Y
		point1258	1258	5,265,214.0	4,297,648.0	518.90				Average	Y
		point1259	1259	5,265,219.0	4,297,491.0	519.80				Average	Y
		point1260	1260	5,265,231.5	4,297,370.0	520.20				Average	Y
		point1261	1261	5,265,245.0	4,297,277.0	519.60				Average	Y
		point1262	1262	5,265,263.5	4,297,188.0	518.90				Average	Y
		point1263	1263	5,265,302.0	4,297,045.0	516.50				Average	
		point1264	1264	5,265,359.0	4,296,884.0	512.00				Average	
		point1265	1265	5,265,464.0	4,296,656.0	508.60					
Rd351; SB 75 West On-Free Of(6)1/1	72.0	point1266	1266	5,265,464.0	4,296,656.0	508.60				Average	
		point1267	1267	5,265,677.0	4,296,284.0	512.60				Average	
		point1268	1268	5,265,823.0	4,296,035.0	517.50				Average	Y
		point1269	1269	5,265,912.0	4,295,889.0	523.20				Average	Y
		point1270	1270	5,266,251.0	4,295,331.0	522.60				Average	
		point1271	1271	5,266,309.0	4,295,221.0	523.30				Average	Y
		point1272	1272	5,266,348.0	4,295,125.0	521.00				Average	Y
		point1273	1273	5,266,376.5	4,295,036.0	519.50				Average	Y
		point1274	1274	5,266,412.0	4,294,896.0	515.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1275	1275	5,266,433.0	4,294,751.0	512.00				Average	
		point1276	1276	5,266,444.0	4,294,588.0	509.00				Average	
		point1277	1277	5,266,444.0	4,294,394.0	504.00				Average	
		point1278	1278	5,266,419.0	4,293,937.0	488.50					
Rd352; SB 75 Free Off-CD Off(6)1/1	72.0	point1279	1279	5,266,419.0	4,293,937.0	488.50				Average	
		point1280	1280	5,266,395.0	4,293,556.0	483.80					
Rd353; SB 75 Fr Free Off(3)1/1	36.0	point1281	1281	5,266,395.0	4,293,556.0	483.80				Average	
		point1282	1282	5,266,408.0	4,293,452.0	484.20				Average	
		point1283	1283	5,266,405.0	4,293,287.0	485.70				Average	
		point1284	1284	5,266,408.5	4,293,156.0	486.70				Average	
		point1285	1285	5,266,423.0	4,293,020.0	487.50				Average	
		point1286	1286	5,266,448.0	4,292,880.0	488.00				Average	
		point1287	1287	5,266,487.0	4,292,737.0	489.00				Average	
		point1288	1288	5,266,538.0	4,292,599.0	489.70				Average	
		point1289	1289	5,266,601.0	4,292,463.0	490.70				Average	
		point1290	1290	5,266,679.0	4,292,331.0	491.50				Average	
		point1291	1291	5,266,757.0	4,292,222.0	492.40				Average	
		point1292	1292	5,266,846.0	4,292,116.0	493.50				Average	
		point1293	1293	5,266,947.0	4,292,014.0	495.20				Average	
		point1294	1294	5,267,053.0	4,291,925.0	496.90				Average	
		point1295	1295	5,267,174.0	4,291,839.0	499.40				Average	
		point1296	1296	5,267,227.5	4,291,805.0	500.20				Average	
		point1297	1297	5,267,306.0	4,291,759.0	501.90				Average	
		point1298	1298	5,267,756.5	4,291,512.0	510.30				Average	
		point1299	1299	5,268,266.0	4,291,233.0	518.30				Average	
		point1300	1300	5,268,453.0	4,291,132.0	520.30				Average	
		point1301	1301	5,268,579.0	4,291,058.0	520.80				Average	
		point1302	1302	5,268,677.0	4,290,989.0	520.80					
Rd355 ; SB 75 fr Off to EB 71(3)1/1	36.0	point1303	1303	5,268,677.0	4,290,989.0	520.80				Average	Y
		point1304	1304	5,268,768.0	4,290,924.0	521.50				Average	Y
		point1305	1305	5,268,850.0	4,290,847.0	522.00				Average	Y
		point1306	1306	5,268,928.0	4,290,760.5	522.70				Average	Y
		point1307	1307	5,269,000.0	4,290,667.0	523.30				Average	Y
		point1308	1308	5,269,057.0	4,290,577.0	524.10				Average	Y
		point1309	1309	5,269,093.0	4,290,511.0	525.00				Average	Y
		point1310	1310	5,269,119.0	4,290,455.0	526.20				Average	Y
		point1311	1311	5,269,157.0	4,290,357.0	528.90				Average	Y
		point1312	1312	5,269,190.0	4,290,255.0	532.20				Average	Y
		point1313	1313	5,269,228.0	4,290,090.0	539.80				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1314	1314	5,269,248.5	4,289,940.0	548.30				Average	Y
		point1315	1315	5,269,257.5	4,289,817.0	555.50				Average	Y
		point1316	1316	5,269,257.0	4,289,662.0	564.60				Average	Y
		point1317	1317	5,269,245.0	4,289,526.5	570.20				Average	Y
		point1318	1318	5,269,224.0	4,289,396.0	575.00				Average	Y
		point1319	1319	5,269,198.0	4,289,285.0	578.40				Average	Y
		point1320	1320	5,269,161.0	4,289,148.0	581.10				Average	Y
		point1321	1321	5,269,124.0	4,289,024.0	582.40				Average	Y
		point1322	1322	5,269,036.0	4,288,746.0	581.30				Average	Y
		point1323	1323	5,268,997.0	4,288,593.0	578.00				Average	Y
		point1324	1324	5,268,961.0	4,288,385.0	572.50				Average	Y
		point1325	1325	5,268,945.0	4,288,248.0	568.00				Average	Y
		point1326	1326	5,268,936.0	4,288,102.0	565.60				Average	Y
		point1327	1327	5,268,929.0	4,287,927.5	564.00				Average	Y
		point1328	1328	5,268,914.0	4,287,366.0	570.00					
Rd356; SB Off to Western +(1)1/1	12.0	point1329	1329	5,265,664.0	4,300,433.0	528.10				Average	
		point1330	1330	5,265,580.5	4,300,325.0	525.00				Average	
		point1331	1331	5,265,500.5	4,300,118.0	520.00				Average	
		point1332	1332	5,265,429.0	4,299,913.0	520.80				Average	Y
		point1333	1333	5,265,398.0	4,299,821.0	522.80					
Rd357; SB Off to Western(1)1/1	12.0	point1334	1334	5,265,398.0	4,299,821.0	522.80				Average	Y
		point1335	1335	5,265,381.0	4,299,745.0	524.00				Average	Y
		point1336	1336	5,265,342.0	4,299,606.0	525.90				Average	Y
		point1337	1337	5,265,307.0	4,299,458.0	527.90				Average	Y
		point1338	1338	5,265,297.0	4,299,412.0	528.60				Average	Y
		point1339	1339	5,265,276.0	4,299,296.0	530.40				Average	
		point1340	1340	5,265,250.0	4,299,123.0	533.50				Average	
		point1341	1341	5,265,238.5	4,299,031.0	535.00				Average	
		point1342	1342	5,265,227.0	4,298,891.0	537.00				Average	
		point1343	1343	5,265,214.0	4,298,693.0	541.30					
Rd361; SB Off to Findlay(1)1/1	12.0	point1344	1344	5,265,398.0	4,299,821.0	522.80				Average	Y
		point1345	1345	5,265,316.0	4,299,610.0	524.20				Average	Y
		point1346	1346	5,265,274.0	4,299,459.0	529.70				Average	Y
		point1347	1347	5,265,263.0	4,299,416.0	532.90				Average	Y
		point1348	1348	5,265,254.0	4,299,377.0	534.90				Average	Y
		point1349	1349	5,265,231.5	4,299,268.0	535.40				Average	Y
		point1350	1350	5,265,210.0	4,299,126.0	533.00				Average	
		point1351	1351	5,265,192.5	4,298,982.0	529.00				Average	
		point1352	1352	5,265,183.0	4,298,774.0	521.60				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1353	1353	5,265,167.5	4,298,505.0	517.60				Average	Y
		point1354	1354	5,265,158.5	4,298,346.0	516.50				Average	Y
		point1355	1355	5,265,135.5	4,297,966.0	508.40				Average	Y
		point1356	1356	5,265,120.0	4,297,675.0	509.40				Average	Y
		point1357	1357	5,265,124.0	4,297,529.0	512.50				Average	Y
		point1358	1358	5,265,141.0	4,297,362.0	515.50				Average	Y
		point1359	1359	5,265,172.0	4,297,194.0	515.20				Average	Y
		point1360	1360	5,265,224.0	4,297,019.0	511.40				Average	Y
		point1361	1361	5,265,286.0	4,296,860.0	506.00				Average	
		point1362	1362	5,265,364.0	4,296,701.0	500.30				Average	
		point1363	1363	5,265,555.0	4,296,322.0	497.00				Average	
		point1364	1364	5,265,618.0	4,296,198.0	495.00				Average	
		point1365	1365	5,265,678.0	4,296,086.0	493.30					
Rd365; SB On Fr Western(1)1/1	12.0	point1366	1366	5,265,137.0	4,298,673.0	541.00				Average	Y
		point1367	1367	5,265,185.0	4,298,661.0	541.80				Average	Y
		point1368	1368	5,265,206.5	4,298,640.0	542.30				Average	Y
		point1369	1369	5,265,214.0	4,298,612.0	542.60				Average	Y
		point1370	1370	5,265,205.0	4,298,492.0	544.10				Average	Y
		point1371	1371	5,265,195.0	4,298,335.0	532.90				Average	Y
		point1372	1372	5,265,173.0	4,297,978.0	521.00				Average	Y
		point1373	1373	5,265,161.0	4,297,708.0	519.70				Average	Y
		point1374	1374	5,265,164.0	4,297,573.0	518.20				Average	Y
		point1375	1375	5,265,171.0	4,297,461.0	516.80				Average	Y
		point1376	1376	5,265,181.5	4,297,368.0	515.50				Average	Y
		point1377	1377	5,265,210.0	4,297,221.0	515.40				Average	Y
		point1378	1378	5,265,215.5	4,297,192.0	515.20				Average	Y
		point1379	1379	5,265,263.0	4,297,026.0	513.00				Average	Y
		point1380	1380	5,265,315.0	4,296,894.0	511.40				Average	
		point1381	1381	5,265,381.0	4,296,760.0	510.20				Average	
		point1382	1382	5,265,464.0	4,296,656.0	508.60					
Rd366; SB Off to Freeman(1)1/1	12.0	point1383	1383	5,266,419.0	4,293,937.0	488.50				Average	
		point1384	1384	5,266,351.0	4,293,788.0	485.50				Average	
		point1385	1385	5,266,310.0	4,293,502.0	484.60				Average	
		point1386	1386	5,266,302.0	4,293,330.0	486.70				Average	
		point1387	1387	5,266,296.0	4,293,195.0	490.60				Average	Y
		point1388	1388	5,266,297.0	4,293,098.0	494.20				Average	Y
		point1389	1389	5,266,309.0	4,292,963.0	499.50				Average	Y
		point1390	1390	5,266,337.0	4,292,798.0	505.50				Average	Y
		point1391	1391	5,266,359.0	4,292,663.0	510.30					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd367; SB Off To Freeman(2)1/1	24.0	point1392	1392	5,266,359.0	4,292,663.0	510.30				Average	Y
		point1393	1393	5,266,370.0	4,292,586.0	511.00				Average	Y
		point1394	1394	5,266,369.0	4,292,513.0	511.20				Average	Y
		point1395	1395	5,266,360.0	4,292,451.0	510.70				Average	Y
		point1396	1396	5,266,346.0	4,292,387.0	509.20				Average	
		point1397	1397	5,266,330.0	4,292,345.0	508.00					
Rd368 ; SB CD to On fr Western(3)1/1	36.0	point1398	1398	5,266,395.0	4,293,556.0	483.80				Average	
		point1399	1399	5,266,371.0	4,293,454.0	485.10				Average	
		point1400	1400	5,266,360.5	4,293,252.0	488.50				Average	
		point1401	1401	5,266,360.5	4,293,107.0	490.70				Average	
		point1402	1402	5,266,376.0	4,292,944.0	492.00				Average	
		point1403	1403	5,266,401.0	4,292,813.0	492.00				Average	
		point1404	1404	5,266,426.0	4,292,710.0	491.50				Average	
		point1405	1405	5,266,480.0	4,292,562.0	490.60				Average	
		point1406	1406	5,266,526.0	4,292,455.0	490.40				Average	
		point1407	1407	5,266,602.5	4,292,318.0	491.60				Average	
		point1408	1408	5,266,681.0	4,292,206.0	493.00				Average	
		point1409	1409	5,266,731.0	4,292,142.0	494.00				Average	
		point1410	1410	5,266,802.0	4,292,061.0	495.60				Average	
		point1411	1411	5,266,892.0	4,291,974.0	497.00				Average	
		point1412	1412	5,266,942.0	4,291,920.0	498.00					
Rd369; SB CD western On-7th Off(4)1/1	48.0	point1413	1413	5,266,942.0	4,291,920.0	498.00				Average	
		point1414	1414	5,267,040.0	4,291,846.0	499.50				Average	
		point1415	1415	5,267,152.0	4,291,771.0	501.00				Average	
		point1416	1416	5,267,202.0	4,291,740.0	501.80				Average	
		point1417	1417	5,267,280.0	4,291,692.0	503.30				Average	
		point1418	1418	5,267,365.0	4,291,643.0	504.50					
Rd370; SB CD 7th of- 5th off(3)1/1	36.0	point1419	1419	5,267,365.0	4,291,643.0	504.50				Average	
		point1420	1420	5,267,432.0	4,291,595.0	505.70				Average	
		point1421	1421	5,267,863.0	4,291,339.0	514.20				Average	
		point1422	1422	5,268,209.0	4,291,142.0	520.20					
Rd371; SB CD 5th Off-3rd Off(2)1/1	24.0	point1423	1423	5,268,209.0	4,291,142.0	520.20				Average	
		point1424	1424	5,268,286.0	4,291,096.0	520.60				Average	
		point1425	1425	5,268,361.0	4,291,042.0	521.00				Average	
		point1426	1426	5,268,402.0	4,291,013.0	521.20				Average	
		point1427	1427	5,268,468.0	4,290,963.0	521.60				Average	
		point1428	1428	5,268,539.0	4,290,899.0	522.20				Average	
		point1429	1429	5,268,600.5	4,290,833.0	522.80				Average	
		point1430	1430	5,268,673.0	4,290,745.0	525.90					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd372; SB Cd 3rd Off - 8th On(2)1/1	24.0	point1431	1431	5,268,673.0	4,290,745.0	525.90				Average	
		point1432	1432	5,268,739.0	4,290,647.0	530.20				Average	
		point1433	1433	5,268,797.0	4,290,544.0	534.70				Average	
		point1434	1434	5,268,876.0	4,290,380.0	546.00					
Rd373; SB CD 8th On-6th On(2)1/1	24.0	point1435	1435	5,268,876.0	4,290,380.0	546.00				Average	
		point1436	1436	5,268,933.0	4,290,222.0	555.60				Average	
		point1437	1437	5,268,969.0	4,290,080.0	564.90				Average	
		point1438	1438	5,268,996.0	4,289,932.0	571.60				Average	
		point1439	1439	5,269,047.5	4,289,559.0	576.20				Average	
		point1440	1440	5,269,062.0	4,289,399.0	572.80				Average	
		point1441	1441	5,269,063.0	4,289,287.0	569.00				Average	Y
		point1442	1442	5,269,057.0	4,289,182.0	565.30				Average	Y
		point1443	1443	5,269,040.0	4,289,035.0	560.70				Average	Y
		point1444	1444	5,269,022.0	4,288,925.0	560.00				Average	Y
		point1445	1445	5,269,006.5	4,288,812.5	555.50				Average	Y
		point1446	1446	5,268,989.0	4,288,690.0	551.00					
Rd374; SB CD 6th On-under 75(3)1/1	36.0	point1447	1447	5,268,989.0	4,288,690.0	551.00				Average	Y
		point1448	1448	5,268,956.0	4,288,393.0	541.50				Average	Y
		point1449	1449	5,268,937.0	4,288,266.0	536.60				Average	Y
		point1450	1450	5,268,921.0	4,288,102.0	534.00					
Rd375; SB Off fr CD to 7th(1)1/1	12.0	point1451	1451	5,267,365.0	4,291,643.0	504.50				Average	Y
		point1452	1452	5,267,444.0	4,291,620.0	504.00				Average	Y
		point1453	1453	5,267,874.0	4,291,385.0	512.00				Average	Y
		point1454	1454	5,268,272.0	4,291,162.0	526.00				Average	Y
		point1455	1455	5,268,463.0	4,291,052.5	537.00				Average	Y
		point1456	1456	5,268,548.0	4,291,014.0	545.50				Average	Y
		point1457	1457	5,268,628.0	4,290,987.0	545.50				Average	Y
		point1458	1458	5,268,714.0	4,290,970.0	549.80				Average	Y
		point1459	1459	5,268,805.0	4,290,962.0	551.00				Average	Y
		point1460	1460	5,268,879.0	4,290,963.0	552.00				Average	Y
		point1461	1461	5,268,956.5	4,290,972.0	551.70				Average	Y
		point1462	1462	5,269,125.0	4,290,998.0	548.80				Average	Y
		point1463	1463	5,269,204.0	4,290,998.0	548.00					
Rd376; SB Off fr CD to 5th(1)1/1	12.0	point1464	1464	5,268,372.5	4,291,061.0	522.20				Average	
		point1465	1465	5,268,545.0	4,290,961.0	525.00				Average	Y
		point1466	1466	5,268,687.0	4,290,854.0	526.50				Average	Y
		point1467	1467	5,268,781.0	4,290,758.0	529.30				Average	Y
		point1468	1468	5,268,871.0	4,290,638.0	535.40				Average	Y
		point1469	1469	5,269,024.0	4,290,385.0	554.80				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1470	1470	5,269,077.0	4,290,315.0	560.50				Average	Y
		point1471	1471	5,269,110.0	4,290,281.5	564.00				Average	Y
		point1472	1472	5,269,152.0	4,290,248.0	567.20				Average	Y
		point1473	1473	5,269,204.0	4,290,217.0	568.70				Average	Y
		point1474	1474	5,269,257.5	4,290,192.5	568.80				Average	Y
		point1475	1475	5,269,303.0	4,290,180.0	565.20				Average	Y
		point1476	1476	5,269,369.0	4,290,169.0	566.80				Average	Y
		point1477	1477	5,269,428.0	4,290,165.0	565.00				Average	Y
		point1478	1478	5,269,500.0	4,290,166.0	560.70				Average	Y
		point1479	1479	5,269,571.0	4,290,160.0	557.50					
Rd377; SB Off fr Cd to 2nd + Free(2)1/1	24.0	point1480	1480	5,268,372.5	4,291,061.0	522.20				Average	
		point1481	1481	5,268,424.0	4,291,013.0	523.50				Average	
		point1482	1482	5,268,495.0	4,290,962.0	525.50				Average	
		point1483	1483	5,268,575.0	4,290,896.0	528.70				Average	
		point1484	1484	5,268,641.0	4,290,831.0	529.30				Average	
		point1485	1485	5,268,704.0	4,290,762.0	529.00				Average	
		point1486	1486	5,268,815.0	4,290,607.0	528.00				Average	
		point1487	1487	5,268,885.5	4,290,481.0	527.70				Average	
		point1488	1488	5,268,967.0	4,290,281.5	528.20				Average	
		point1489	1489	5,268,992.0	4,290,205.0	529.80				Average	
		point1490	1490	5,269,029.0	4,290,042.0	533.00					
Rd378 ; SB Off CD to Freeman(1)1/1	12.0	point1491	1491	5,269,029.0	4,290,042.0	533.00				Average	
		point1492	1492	5,269,034.0	4,289,976.0	534.30				Average	
		point1493	1493	5,269,072.0	4,289,688.0	536.70				Average	
		point1494	1494	5,269,101.0	4,289,595.0	532.00				Average	
		point1495	1495	5,269,123.0	4,289,533.0	528.60				Average	
		point1496	1496	5,269,146.0	4,289,484.0	525.10				Average	
		point1497	1497	5,269,199.0	4,289,396.5	508.50				Average	
		point1498	1498	5,269,234.5	4,289,332.0	511.10				Average	
		point1499	1499	5,269,291.5	4,289,216.0	504.00				Average	
		point1500	1500	5,269,313.0	4,289,145.0	503.20					
Rd379; WB 3rd @ Smith(2)1/1	24.0	point1501	1501	5,269,362.5	4,289,150.0	503.20				Average	
		point1502	1502	5,269,313.0	4,289,145.0	503.20					
Rd380; SB Off fr Cd to 2nd(1)1/1	12.0	point1503	1503	5,269,029.0	4,290,042.0	533.00				Average	
		point1504	1504	5,269,050.0	4,289,981.0	533.70				Average	
		point1505	1505	5,269,118.0	4,289,689.0	537.90				Average	
		point1506	1506	5,269,133.0	4,289,637.0	537.60				Average	
		point1507	1507	5,269,146.0	4,289,597.0	537.40				Average	
		point1508	1508	5,269,187.0	4,289,505.0	536.80				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1509	1509	5,269,234.5	4,289,416.0	536.10				Average	
		point1510	1510	5,269,295.0	4,289,334.0	535.30				Average	Y
		point1511	1511	5,269,352.0	4,289,303.0	534.00					
Rd381; SB Ramp CD-2nd(2)1/1	24.0	point1512	1512	5,269,352.0	4,289,303.0	534.00				Average	Y
		point1513	1513	5,269,443.0	4,289,202.0	532.20				Average	Y
		point1514	1514	5,269,576.0	4,289,064.0	527.70				Average	
		point1515	1515	5,269,622.5	4,289,020.0	526.50				Average	Y
		point1516	1516	5,269,688.5	4,288,976.0	524.90				Average	Y
		point1517	1517	5,269,784.5	4,288,936.0	524.00				Average	Y
		point1518	1518	5,269,872.0	4,288,917.5	525.00				Average	Y
		point1519	1519	5,269,922.0	4,288,916.0	526.00				Average	Y
		point1520	1520	5,269,978.0	4,288,920.0	527.40				Average	Y
		point1521	1521	5,270,019.0	4,288,927.0	528.50				Average	Y
		point1522	1522	5,270,057.0	4,288,928.0	528.00					
Rd382; Off fr 6th Exp to SB CD(2)1/1	24.0	point1523	1523	5,268,209.0	4,290,512.0	549.00				Average	Y
		point1524	1524	5,268,317.5	4,290,519.0	549.50				Average	Y
		point1525	1525	5,268,406.5	4,290,525.0	550.70				Average	Y
		point1526	1526	5,268,468.0	4,290,522.0	551.50					
Rd383 ; SB Ramp 6th Exp-CD(1)1/1	12.0	point1527	1527	5,268,468.0	4,290,522.0	551.50				Average	Y
		point1528	1528	5,268,521.0	4,290,500.5	551.00				Average	Y
		point1529	1529	5,268,607.0	4,290,473.0	554.50				Average	Y
		point1530	1530	5,268,689.5	4,290,424.0	558.90				Average	Y
		point1531	1531	5,268,757.0	4,290,369.0	562.50				Average	Y
		point1532	1532	5,268,819.0	4,290,300.0	565.50				Average	Y
		point1533	1533	5,268,870.0	4,290,216.0	568.50				Average	Y
		point1534	1534	5,268,901.5	4,290,132.0	570.80				Average	Y
		point1535	1535	5,268,933.5	4,289,999.0	572.20				Average	Y
		point1536	1536	5,268,978.0	4,289,753.0	574.60				Average	Y
		point1537	1537	5,269,020.0	4,289,443.0	573.50				Average	Y
		point1538	1538	5,269,033.0	4,289,271.0	570.20				Average	Y
		point1539	1539	5,269,024.0	4,289,132.0	566.10				Average	Y
		point1540	1540	5,268,989.0	4,288,888.0	560.00				Average	Y
		point1541	1541	5,268,935.0	4,288,457.0	550.00				Average	Y
		point1542	1542	5,268,924.0	4,288,267.0	540.00				Average	Y
		point1543	1543	5,268,921.0	4,288,102.0	534.00					
Rd384 ; Ramp EB 6th Exp-5th(1)1/1	12.0	point1544	1544	5,268,468.0	4,290,522.0	551.50				Average	
		point1545	1545	5,268,511.0	4,290,524.0	552.80				Average	
		point1546	1546	5,268,600.5	4,290,500.0	555.90				Average	
		point1547	1547	5,268,664.0	4,290,471.0	560.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1548	1548	5,268,736.0	4,290,427.0	562.50				Average	Y
		point1549	1549	5,269,019.0	4,290,230.0	574.10				Average	Y
		point1550	1550	5,269,092.0	4,290,192.0	574.30				Average	Y
		point1551	1551	5,269,167.0	4,290,166.0	573.50				Average	Y
		point1552	1552	5,269,228.0	4,290,153.0	572.70				Average	Y
		point1553	1553	5,269,294.0	4,290,145.0	570.50				Average	Y
		point1554	1554	5,269,362.5	4,290,143.0	568.30				Average	Y
		point1555	1555	5,269,437.5	4,290,145.0	560.10				Average	Y
		point1556	1556	5,269,514.0	4,290,148.0	560.50				Average	Y
		point1557	1557	5,269,571.0	4,290,160.0	557.50					
Rd385; Ramp 6th Exp-5th(2)1/1	12.0	point1558	1558	5,269,571.0	4,290,160.0	557.50				Average	Y
		point1559	1559	5,269,788.0	4,290,179.0	547.80				Average	Y
		point1560	1560	5,269,823.0	4,290,168.0	547.70					
Rd386; Ramp 6th Exp-2nd/71(1)1/1	12.0	point1561	1561	5,268,209.0	4,290,512.0	549.00				Average	
		point1562	1562	5,268,313.0	4,290,549.0	550.60				Average	
		point1563	1563	5,268,436.0	4,290,573.5	552.70				Average	
		point1564	1564	5,268,509.0	4,290,583.0	554.40				Average	
		point1565	1565	5,268,590.0	4,290,583.0	557.20				Average	
		point1566	1566	5,268,669.0	4,290,571.0	559.00				Average	Y
		point1567	1567	5,268,737.0	4,290,548.0	560.50				Average	Y
		point1568	1568	5,268,794.5	4,290,522.0	561.00				Average	Y
		point1569	1569	5,268,864.0	4,290,475.0	561.00				Average	Y
		point1570	1570	5,268,921.0	4,290,422.0	560.00				Average	Y
		point1571	1571	5,268,967.0	4,290,365.0	558.00				Average	Y
		point1572	1572	5,269,003.0	4,290,306.0	555.20				Average	Y
		point1573	1573	5,269,029.0	4,290,245.0	551.20				Average	Y
		point1574	1574	5,269,052.0	4,290,172.0	548.20				Average	Y
		point1575	1575	5,269,163.0	4,289,716.0	532.40					
Rd387; Ramp 6th Exp-2nd(1)1/1	12.0	point1576	1576	5,269,163.0	4,289,716.0	532.40				Average	
		point1577	1577	5,269,170.0	4,289,655.0	535.30				Average	
		point1578	1578	5,269,196.0	4,289,579.0	535.00				Average	Y
		point1579	1579	5,269,225.5	4,289,513.0	534.70				Average	Y
		point1580	1580	5,269,270.0	4,289,430.0	534.50				Average	Y
		point1581	1581	5,269,328.0	4,289,345.0	534.60				Average	Y
		point1582	1582	5,269,352.0	4,289,303.0	534.00					
Rd388 ; Ramp 6th Exp-EB 71(1)1/1	12.0	point1583	1583	5,269,163.0	4,289,716.0	532.40				Average	Y
		point1584	1584	5,269,187.0	4,289,674.0	532.40				Average	Y
		point1585	1585	5,269,216.5	4,289,599.5	532.30				Average	Y
		point1586	1586	5,269,257.5	4,289,522.0	532.10				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1587	1587	5,269,303.0	4,289,451.0	532.20				Average	Y
		point1588	1588	5,269,362.5	4,289,372.0	532.80				Average	Y
		point1589	1589	5,269,439.0	4,289,291.5	534.20				Average	Y
		point1590	1590	5,269,536.0	4,289,208.0	536.50				Average	Y
		point1591	1591	5,269,605.0	4,289,163.0	538.00				Average	Y
		point1592	1592	5,269,699.0	4,289,130.0	539.10					
Rd389; Ramp 6th Exp-EB 71(2)1/1	12.0	point1593	1593	5,269,699.0	4,289,130.0	539.10				Average	Y
		point1594	1594	5,269,761.0	4,289,110.0	540.00				Average	Y
		point1595	1595	5,269,825.0	4,289,098.0	541.00				Average	Y
		point1596	1596	5,269,891.5	4,289,095.0	542.00				Average	Y
		point1597	1597	5,269,955.0	4,289,097.0	542.50				Average	Y
		point1598	1598	5,270,020.0	4,289,104.5	542.70				Average	Y
		point1599	1599	5,270,121.0	4,289,124.0	541.40				Average	Y
		point1600	1600	5,270,634.0	4,289,230.0	514.00				Average	Y
		point1601	1601	5,270,725.0	4,289,236.0	506.90					
Rd390 ; Ramp SB 75-EB 71(1)1/1	12.0	point1602	1602	5,268,677.0	4,290,989.0	520.80				Average	
		point1603	1603	5,268,751.0	4,290,905.0	521.50				Average	
		point1604	1604	5,268,821.0	4,290,841.0	522.00				Average	
		point1605	1605	5,268,892.5	4,290,765.0	522.50				Average	
		point1606	1606	5,268,947.0	4,290,698.0	521.80				Average	
		point1607	1607	5,269,005.0	4,290,614.0	521.40				Average	
		point1608	1608	5,269,044.0	4,290,535.0	522.10				Average	
		point1609	1609	5,269,095.5	4,290,409.0	524.00				Average	Y
		point1610	1610	5,269,125.0	4,290,302.0	525.50				Average	Y
		point1611	1611	5,269,143.0	4,290,194.0	527.50				Average	Y
		point1612	1612	5,269,164.0	4,289,930.0	531.70				Average	Y
		point1613	1613	5,269,177.0	4,289,833.0	532.00				Average	Y
		point1614	1614	5,269,191.0	4,289,761.0	531.90				Average	Y
		point1615	1615	5,269,209.5	4,289,693.0	531.40				Average	Y
		point1616	1616	5,269,238.0	4,289,618.0	531.00				Average	Y
		point1617	1617	5,269,279.0	4,289,538.0	530.90				Average	Y
		point1618	1618	5,269,307.0	4,289,486.0	531.10				Average	Y
		point1619	1619	5,269,357.0	4,289,415.0	531.70				Average	Y
		point1620	1620	5,269,426.0	4,289,334.0	533.10				Average	Y
		point1621	1621	5,269,512.0	4,289,250.0	534.90				Average	Y
		point1622	1622	5,269,580.0	4,289,201.0	537.40				Average	Y
		point1623	1623	5,269,633.0	4,289,168.0	539.20				Average	Y
		point1624	1624	5,269,699.0	4,289,130.0	539.10					
Rd391; Ramp W 8th-SB CD(1)1/1	12.0	point1625	1625	5,268,080.5	4,291,328.5	541.60				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1626	1626	5,268,002.0	4,291,300.0	540.80				Average	Y
		point1627	1627	5,267,982.5	4,291,275.0	540.20				Average	Y
		point1628	1628	5,267,973.0	4,291,243.0	539.10				Average	Y
		point1629	1629	5,267,975.0	4,291,212.0	538.00				Average	Y
		point1630	1630	5,267,988.0	4,291,185.0	536.90				Average	Y
		point1631	1631	5,268,009.0	4,291,164.0	533.40				Average	Y
		point1632	1632	5,268,045.0	4,291,142.0	530.00				Average	Y
		point1633	1633	5,268,367.0	4,290,982.0	517.80				Average	Y
		point1634	1634	5,268,403.0	4,290,960.0	518.00				Average	Y
		point1635	1635	5,268,468.0	4,290,917.0	518.40				Average	Y
		point1636	1636	5,268,531.0	4,290,864.0	519.40				Average	Y
		point1637	1637	5,268,595.0	4,290,797.0	519.70				Average	Y
		point1638	1638	5,268,646.0	4,290,735.0	526.30				Average	Y
		point1639	1639	5,268,713.0	4,290,643.0	532.90				Average	Y
		point1640	1640	5,268,771.0	4,290,547.0	539.40				Average	Y
		point1641	1641	5,268,876.0	4,290,380.0	546.00					
Rd392; W 8th St NB Off-NB CD on (2)1/1	24.0	point1642	1642	5,269,874.0	4,290,714.0	550.90				Average	Y
		point1643	1643	5,269,793.5	4,290,696.0	550.10				Average	Y
		point1644	1644	5,269,371.0	4,290,717.0	553.20				Average	Y
		point1645	1645	5,269,036.0	4,290,737.0	561.60				Average	Y
		point1646	1646	5,268,876.0	4,290,741.0	560.00				Average	Y
		point1647	1647	5,268,771.0	4,290,729.0	558.00					
Rd393; 7th Via GestOn-SB CD on(2)1/1	24.0	point1648	1648	5,268,413.0	4,290,941.0	542.00				Average	Y
		point1649	1649	5,268,533.0	4,290,926.0	545.90				Average	Y
		point1650	1650	5,268,614.0	4,290,923.0	547.80				Average	Y
		point1651	1651	5,268,693.0	4,290,925.0	549.70				Average	Y
		point1652	1652	5,268,760.0	4,290,928.0	551.00				Average	Y
		point1653	1653	5,268,847.0	4,290,936.0	552.50				Average	Y
		point1654	1654	5,268,940.0	4,290,947.0	552.60				Average	Y
		point1655	1655	5,269,034.0	4,290,961.0	551.40				Average	Y
		point1656	1656	5,269,138.0	4,290,979.5	549.00				Average	Y
		point1657	1657	5,269,204.0	4,290,998.0	548.00					
Rd394; WB 6th to Off to Linn(4)1/1	48.0	point1658	1658	5,268,372.5	4,290,651.0	551.50				Average	
		point1659	1659	5,268,094.0	4,290,585.0	551.00				Average	Y
		point1660	1660	5,267,875.0	4,290,534.0	549.50				Average	Y
		point1661	1661	5,267,718.0	4,290,498.0	541.00					
Rd395; W 7th St (3)1/1	36.0	point1662	1662	5,269,204.0	4,290,998.0	548.00				Average	
		point1663	1663	5,269,408.0	4,291,040.0	547.00					
Rd396; W 7th to Central(4)1/1	48.0	point1664	1664	5,269,408.0	4,291,040.0	547.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1665	1665	5,269,548.0	4,291,073.0	548.80				Average	
		point1666	1666	5,269,760.0	4,291,116.0	548.80					
Rd397; WB 3rd St(2)1/1	24.0	point1667	1667	5,271,537.0	4,289,575.0	513.50				Average	
		point1668	1668	5,271,448.0	4,289,539.0	513.00				Average	
		point1669	1669	5,271,039.0	4,289,456.0	514.50				Average	
		point1670	1670	5,270,909.0	4,289,411.0	514.50				Average	
		point1671	1671	5,270,860.0	4,289,399.0	516.00					
Rd398; Ramp W 3rd-SB CD(2)1/1	24.0	point1672	1672	5,270,860.0	4,289,399.0	516.00				Average	
		point1673	1673	5,270,600.0	4,289,345.0	525.00				Average	
		point1674	1674	5,270,539.5	4,289,338.0	527.00				Average	
		point1675	1675	5,270,482.5	4,289,333.0	528.30				Average	Y
		point1676	1676	5,270,426.0	4,289,328.0	529.50				Average	Y
		point1677	1677	5,270,370.5	4,289,331.0	530.00				Average	Y
		point1678	1678	5,270,304.5	4,289,339.0	532.10				Average	Y
		point1679	1679	5,270,246.0	4,289,355.0	533.40				Average	Y
		point1680	1680	5,270,195.0	4,289,375.0	535.90				Average	Y
		point1681	1681	5,270,140.0	4,289,403.0	536.20				Average	Y
		point1682	1682	5,270,082.0	4,289,442.0	540.30				Average	Y
		point1683	1683	5,270,026.0	4,289,492.0	546.00				Average	Y
		point1684	1684	5,269,974.0	4,289,555.0	549.30				Average	Y
		point1685	1685	5,269,916.5	4,289,633.0	553.50				Average	Y
		point1686	1686	5,269,873.0	4,289,687.0	558.00				Average	Y
		point1687	1687	5,269,840.0	4,289,709.0	561.00					
Rd399; Ramp W 3rd- SB CD(1)1/1	12.0	point1688	1688	5,269,840.0	4,289,709.0	561.00				Average	Y
		point1689	1689	5,269,797.0	4,289,745.5	563.00				Average	Y
		point1690	1690	5,269,754.0	4,289,775.0	566.00				Average	Y
		point1691	1691	5,269,695.5	4,289,802.0	568.10				Average	Y
		point1692	1692	5,269,654.0	4,289,815.0	570.60				Average	Y
		point1693	1693	5,269,597.0	4,289,825.0	573.40				Average	Y
		point1694	1694	5,269,533.5	4,289,827.0	580.40				Average	Y
		point1695	1695	5,269,476.5	4,289,821.0	586.00				Average	Y
		point1696	1696	5,269,419.0	4,289,806.0	583.50				Average	Y
		point1697	1697	5,269,358.0	4,289,781.0	582.50				Average	Y
		point1698	1698	5,269,309.0	4,289,750.0	583.00				Average	Y
		point1699	1699	5,269,266.5	4,289,716.0	583.70				Average	Y
		point1700	1700	5,269,227.0	4,289,674.0	583.80				Average	Y
		point1701	1701	5,269,204.0	4,289,644.0	583.40				Average	Y
		point1702	1702	5,269,183.0	4,289,609.0	583.00				Average	Y
		point1703	1703	5,269,165.0	4,289,570.0	581.80				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1704	1704	5,269,149.0	4,289,526.5	580.60				Average	Y
		point1705	1705	5,269,140.0	4,289,485.0	579.00				Average	Y
		point1706	1706	5,269,132.0	4,289,444.0	577.50				Average	Y
		point1707	1707	5,269,086.0	4,289,154.0	567.50				Average	Y
		point1708	1708	5,269,050.0	4,288,926.0	559.50				Average	Y
		point1709	1709	5,268,989.0	4,288,690.0	551.00					
Rd400; WB 71(2)1/1	24.0	point1710	1710	5,270,571.0	4,289,287.0	517.30				Average	Y
		point1711	1711	5,270,471.0	4,289,280.0	524.40				Average	Y
		point1712	1712	5,270,278.0	4,289,259.0	535.50				Average	Y
		point1713	1713	5,270,192.5	4,289,255.0	540.60					
Rd401; WB 71 to Off to SB CD(3)1/1	36.0	point1714	1714	5,270,192.5	4,289,255.0	540.60				Average	Y
		point1715	1715	5,270,081.0	4,289,240.0	547.20				Average	Y
		point1716	1716	5,269,813.0	4,289,190.0	564.00					
Rd402; SB 71 fr Off To CD(2) lupper 751/1	24.0	point1717	1717	5,269,813.0	4,289,190.0	564.00				Average	Y
		point1718	1718	5,269,703.0	4,289,157.0	569.90				Average	Y
		point1719	1719	5,269,608.0	4,289,127.0	575.50				Average	Y
		point1720	1720	5,269,548.0	4,289,104.0	578.50				Average	Y
		point1721	1721	5,269,480.0	4,289,072.0	581.50				Average	Y
		point1722	1722	5,269,419.0	4,289,036.0	584.00				Average	Y
		point1723	1723	5,269,362.5	4,289,002.0	585.30				Average	Y
		point1724	1724	5,269,329.0	4,288,970.0	587.10				Average	Y
		point1725	1725	5,269,296.0	4,288,938.0	586.90				Average	Y
		point1726	1726	5,269,241.0	4,288,882.0	587.10				Average	Y
		point1727	1727	5,269,179.0	4,288,804.0	587.00				Average	Y
		point1728	1728	5,269,132.0	4,288,729.0	586.00				Average	Y
		point1729	1729	5,269,063.5	4,288,573.0	580.30				Average	Y
		point1730	1730	5,269,028.0	4,288,380.0	572.90				Average	Y
		point1731	1731	5,269,020.0	4,288,257.0	569.00				Average	Y
		point1732	1732	5,269,015.0	4,288,116.0	565.80				Average	Y
		point1733	1733	5,269,012.0	4,287,977.0	564.40				Average	Y
		point1734	1734	5,269,006.5	4,287,785.0	564.50				Average	Y
		point1735	1735	5,268,992.0	4,287,364.0	596.60					
Rd404 ; SB Gest - 8th off(2)1/1	24.0	point1736	1736	5,266,365.0	4,292,260.0	508.50				Average	
		point1737	1737	5,266,426.0	4,292,218.0	508.90				Average	
		point1738	1738	5,266,633.0	4,292,058.0	510.00				Average	
		point1739	1739	5,266,832.0	4,291,889.0	509.00				Average	
		point1740	1740	5,266,927.0	4,291,818.0	506.50				Average	
		point1741	1741	5,267,026.5	4,291,751.0	504.00				Average	
		point1742	1742	5,267,280.0	4,291,591.0	501.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1743	1743	5,267,658.0	4,291,353.0	500.00				Average	
		point1744	1744	5,267,708.5	4,291,317.0	502.00				Average	
		point1745	1745	5,267,763.5	4,291,264.0	509.00				Average	
		point1746	1746	5,267,807.0	4,291,212.0	511.00				Average	
		point1747	1747	5,267,848.0	4,291,145.0	513.00				Average	
		point1748	1748	5,267,872.0	4,291,091.0	516.00				Average	
		point1749	1749	5,267,889.0	4,291,042.0	520.00				Average	
		point1750	1750	5,267,899.0	4,291,002.0	524.00				Average	
		point1751	1751	5,267,909.0	4,290,945.0	528.20				Average	
		point1752	1752	5,267,911.0	4,290,879.0	533.50					
Rd405; NB Gest 7th off-3lane(2)1/1	24.0	point1753	1753	5,267,958.0	4,290,786.0	534.00				Average	
		point1754	1754	5,267,927.0	4,290,979.5	527.50				Average	
		point1755	1755	5,267,917.0	4,291,030.0	523.00				Average	
		point1756	1756	5,267,898.0	4,291,092.0	516.50				Average	
		point1757	1757	5,267,872.0	4,291,151.0	513.50				Average	
		point1758	1758	5,267,836.5	4,291,211.0	512.50				Average	
		point1759	1759	5,267,793.0	4,291,268.0	511.90				Average	
		point1760	1760	5,267,739.0	4,291,323.0	502.00				Average	
		point1761	1761	5,267,682.0	4,291,366.0	499.70				Average	
		point1762	1762	5,267,242.0	4,291,644.0	501.80				Average	
		point1763	1763	5,266,960.0	4,291,824.0	505.20				Average	
		point1764	1764	5,266,843.0	4,291,910.0	509.50				Average	
		point1765	1765	5,266,734.0	4,292,001.0	510.10				Average	
		point1766	1766	5,266,593.0	4,292,128.0	509.50					
Rd406; NB Gest to Freeman(3)1/1	36.0	point1767	1767	5,266,593.0	4,292,128.0	509.50				Average	
		point1768	1768	5,266,390.0	4,292,282.0	508.50					
Rd429; WB 71(2)1/1	24.0	point1769	1769	5,270,776.0	4,289,321.0	507.00				Average	
		point1770	1770	5,270,571.0	4,289,287.0	517.30					
Rd430; WB Ramp 71 to SB CD1/1	12.0	point1771	1771	5,270,572.0	4,289,287.0	517.30				Average	Y
		point1772	1772	5,270,457.0	4,289,295.0	524.00				Average	Y
		point1773	1773	5,270,343.0	4,289,295.0	529.50				Average	Y
		point1774	1774	5,270,276.0	4,289,300.0	532.50				Average	Y
		point1775	1775	5,270,217.0	4,289,314.0	535.50				Average	Y
		point1776	1776	5,270,156.0	4,289,337.0	539.20				Average	Y
		point1777	1777	5,270,110.0	4,289,364.0	541.50				Average	Y
		point1778	1778	5,270,069.0	4,289,399.0	544.00				Average	Y
		point1779	1779	5,270,023.0	4,289,447.0	546.50				Average	Y
		point1780	1780	5,269,879.0	4,289,650.0	557.50				Average	Y
		point1781	1781	5,269,859.0	4,289,677.0	559.00				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1782	1782	5,269,840.0	4,289,709.0	561.00					
Rd431; SB Off Fro CD(1)1/1	12.0	point1783	1783	5,268,209.0	4,291,142.0	520.20				Average	
		point1784	1784	5,268,287.0	4,291,112.0	520.70				Average	
		point1785	1785	5,268,372.5	4,291,061.0	522.20					
Rd432; SB CD 6th On-under 75(3)1/1	36.0	point1786	1786	5,268,921.0	4,288,102.0	534.00				Average	Y
		point1787	1787	5,268,913.0	4,287,915.0	532.70				Average	Y
		point1788	1788	5,268,924.5	4,287,742.0	534.20					
Rd433; SB CD 6th On-under 75(31)1/1	36.0	point1789	1789	5,268,924.5	4,287,742.0	534.20				Average	
		point1790	1790	5,268,911.0	4,287,367.0	538.50					
Rd434; NB 75 On Fr CD - 6 lane(5)1/1	60.0	point1791	1791	5,266,538.0	4,292,845.0	488.60				Average	
		point1792	1792	5,266,513.5	4,292,953.0	487.90				Average	
		point1793	1793	5,266,493.0	4,293,099.0	487.00				Average	
		point1794	1794	5,266,483.0	4,293,276.0	485.80				Average	
		point1795	1795	5,266,487.0	4,293,476.0	484.10				Average	
		point1796	1796	5,266,506.5	4,293,810.0	487.00					
Rd435; NB 75 On Fr CD - 6 lane(5)1/1	60.0	point1797	1797	5,266,506.5	4,293,810.0	487.00				Average	
		point1798	1798	5,266,541.0	4,294,389.0	500.90				Average	
		point1799	1799	5,266,540.0	4,294,620.0	507.80				Average	
		point1800	1800	5,266,529.0	4,294,772.0	513.40				Average	
		point1801	1801	5,266,513.0	4,294,877.0	517.00				Average	
		point1802	1802	5,266,478.0	4,295,030.0	521.00				Average	Y
		point1803	1803	5,266,451.0	4,295,120.0	523.00				Average	Y
		point1804	1804	5,266,415.0	4,295,214.0	523.80				Average	Y
		point1805	1805	5,266,373.0	4,295,317.0	525.00				Average	
		point1806	1806	5,266,324.0	4,295,419.0	526.40				Average	Y
		point1807	1807	5,266,278.0	4,295,502.0	526.70				Average	Y
		point1808	1808	5,266,036.5	4,295,898.0	522.90				Average	Y
		point1809	1809	5,265,948.0	4,296,044.0	520.00				Average	
		point1810	1810	5,265,554.0	4,296,691.0	508.40				Average	
		point1811	1811	5,265,502.0	4,296,786.0	509.60				Average	
		point1812	1812	5,265,466.0	4,296,857.0	510.80					
Rd 446; NB Spr Gr fr Western to 75 (2)1/1	24.0	point1813	1813	5,265,123.0	4,298,975.0	499.50				Average	
		point1814	1814	5,265,123.0	4,299,019.0	499.50				Average	
		point1815	1815	5,265,146.0	4,299,454.0	496.50					
Rd 439; WB W H Via Fr On(2)1/1	24.0	point1816	1816	5,265,466.0	4,298,951.0	556.00				Average	Y
		point1817	1817	5,265,144.0	4,298,994.0	558.00				Average	Y
		point1818	1818	5,264,604.0	4,299,066.0	561.00				Average	Y
		point1819	1819	5,264,501.5	4,299,077.0	561.00				Average	Y
		point1820	1820	5,264,460.0	4,299,081.0	561.00					

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

Rd203 ; WB Low Western fr Spr Gr(1)1/1	12.0	point1821	1821	5,265,084.0	4,298,999.0	499.50				Average	
		point1822	1822	5,264,645.0	4,299,058.0	516.00					
Rd204 ; WB low Western fr SB On(1)1/1	12.0	point1823	1823	5,264,645.0	4,299,058.0	516.00				Average	
		point1824	1824	5,264,608.0	4,299,064.0	516.00				Average	
		point1825	1825	5,264,503.0	4,299,075.0	516.00				Average	
		point1826	1826	5,264,394.5	4,299,084.0	516.00					
Rd 459; WB ramp to WHV Low(1)1/1	12.0	point1827	1827	5,264,508.0	4,299,055.0	516.00				Average	
		point1828	1828	5,264,446.0	4,299,073.0	516.00				Average	
		point1829	1829	5,264,394.5	4,299,084.0	516.00					
Rd206 ; EB Low Western fr Off(2)1/1	12.0	point1830	1830	5,264,403.5	4,299,064.0	516.00				Average	
		point1831	1831	5,264,455.0	4,299,060.0	516.00				Average	
		point1832	1832	5,264,508.0	4,299,055.0	516.00				Average	
		point1833	1833	5,264,590.0	4,299,046.0	516.00				Average	
		point1834	1834	5,264,627.0	4,299,041.0	516.00				Average	
		point1835	1835	5,265,083.0	4,298,981.0	499.50					
Rd 453; EB ramp fr WHV Lowto SB(21/1	24.0	point1836	1836	5,264,403.5	4,299,064.0	516.00				Average	
		point1837	1837	5,264,441.0	4,299,056.0	516.00				Average	
		point1838	1838	5,264,463.0	4,299,049.0	516.00				Average	
		point1839	1839	5,264,485.0	4,299,042.0	516.00				Average	
		point1840	1840	5,264,508.5	4,299,032.0	516.00				Average	
		point1841	1841	5,264,549.0	4,299,012.0	518.00				Average	
		point1842	1842	5,264,571.0	4,298,999.0	518.50				Average	
		point1843	1843	5,264,612.0	4,298,970.0	521.00				Average	
		point1844	1844	5,264,662.0	4,298,928.0	523.00				Average	
		point1845	1845	5,264,832.5	4,298,783.0	531.00				Average	
		point1846	1846	5,264,878.0	4,298,751.0	532.50				Average	
		point1847	1847	5,264,925.0	4,298,725.0	535.00				Average	
		point1848	1848	5,264,982.0	4,298,701.0	536.50				Average	Y
		point1849	1849	5,265,033.0	4,298,686.0	538.50				Average	Y
		point1850	1850	5,265,094.5	4,298,676.0	540.00				Average	Y
		point1851	1851	5,265,137.0	4,298,673.0	541.00					
Rd 436; EB W H Via (2)1/1	24.0	point1852	1852	5,264,458.0	4,299,057.0	561.00				Average	Y
		point1853	1853	5,264,500.0	4,299,053.0	561.00				Average	Y
		point1854	1854	5,264,601.0	4,299,042.0	561.00				Average	Y
		point1855	1855	5,265,141.0	4,298,970.0	558.00				Average	Y
		point1856	1856	5,265,423.0	4,298,933.0	555.00					
Rd 458; WB ramp to WHV Low(1)1/1	12.0	point1857	1857	5,264,782.0	4,298,856.0	527.50				Average	
		point1858	1858	5,264,622.5	4,298,984.0	521.00				Average	
		point1859	1859	5,264,587.0	4,299,010.0	519.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1860	1860	5,264,508.0	4,299,055.0	516.00					
Rd 457; WB Ramp to WHV low(2)1/1	24.0	point1861	1861	5,265,214.0	4,298,693.0	541.30				Average	Y
		point1862	1862	5,265,124.0	4,298,698.0	541.00				Average	Y
		point1863	1863	5,265,066.0	4,298,704.0	539.00				Average	Y
		point1864	1864	5,265,017.0	4,298,716.0	538.50				Average	Y
		point1865	1865	5,264,970.0	4,298,732.0	536.00				Average	Y
		point1866	1866	5,264,905.5	4,298,762.0	533.50				Average	
		point1867	1867	5,264,850.5	4,298,799.0	531.00				Average	
		point1868	1868	5,264,782.0	4,298,856.0	527.50					
Rd221 ; NB Winch Fr Bank(1)1/1	12.0	point1869	1869	5,265,434.5	4,297,314.0	494.50				Average	
		point1870	1870	5,265,425.0	4,297,433.0	499.20				Average	
		point1871	1871	5,265,409.5	4,297,670.0	508.50				Average	
		point1872	1872	5,265,409.5	4,297,767.0	513.20				Average	
		point1873	1873	5,265,441.0	4,298,272.0	529.30				Average	Y
		point1874	1874	5,265,450.5	4,298,430.0	533.00				Average	Y
		point1875	1875	5,265,466.5	4,298,680.0	541.30					
Rd 452; NB Winch Fr Bank(3)1/1	36.0	point1876	1876	5,265,446.0	4,297,279.0	494.30				Average	
		point1877	1877	5,265,434.5	4,297,314.0	494.50					
Rd 456; WB fr Wench to SB off(2)1/1	24.0	point1878	1878	5,265,434.5	4,298,681.0	541.30				Average	Y
		point1879	1879	5,265,214.0	4,298,693.0	541.30					
Rd 454; EB ramp fr WHV low-Wench(1)1/1	12.0	point1880	1880	5,265,137.0	4,298,673.0	541.00				Average	Y
		point1881	1881	5,265,181.0	4,298,677.0	541.30				Average	Y
		point1882	1882	5,265,425.5	4,298,664.0	541.30					
Rd 455; WB to WHV fr Wench(2)1/1	24.0	point1883	1883	5,265,466.5	4,298,680.0	541.30				Average	Y
		point1884	1884	5,265,434.5	4,298,681.0	541.30					
Rd 451; NB Spr Gr @ Harrison(3))1/1	36.0	point1885	1885	5,265,108.5	4,298,424.0	498.00				Average	
		point1886	1886	5,265,110.0	4,298,446.0	498.00					
Rd 449; WB Harrison to Spr Gr(2)1/1	24.0	point1887	1887	5,265,707.0	4,298,290.0	507.50				Average	
		point1888	1888	5,265,634.0	4,298,315.0	505.50				Average	
		point1889	1889	5,265,465.0	4,298,356.0	501.00				Average	
		point1890	1890	5,265,110.0	4,298,446.0	498.00					
Rd 447; EB Harrison Fr Spr Gr(2)1/1	24.0	point1891	1891	5,265,108.5	4,298,424.0	498.00				Average	
		point1892	1892	5,265,478.0	4,298,333.0	501.50				Average	
		point1893	1893	5,265,658.0	4,298,288.0	506.50				Average	
		point1894	1894	5,265,716.0	4,298,262.0	509.00				Average	
		point1895	1895	5,265,788.0	4,298,215.0	513.00				Average	
		point1896	1896	5,265,840.0	4,298,170.0	517.00				Average	
		point1897	1897	5,265,897.0	4,298,092.0	522.50					
Rd 448; WB Harrison to WHV UP off(2)1/1	24.0	point1898	1898	5,265,913.5	4,298,100.0	523.00				Average	

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1899	1899	5,265,856.5	4,298,182.0	517.00				Average	
		point1900	1900	5,265,808.0	4,298,226.0	513.50				Average	
		point1901	1901	5,265,735.5	4,298,274.0	509.50				Average	
		point1902	1902	5,265,707.0	4,298,290.0	507.50					
Rd 450; Ramp fr EB WHV(1)1/1	12.0	point1903	1903	5,265,423.0	4,298,933.0	555.00				Average	Y
		point1904	1904	5,265,565.5	4,298,894.5	551.00				Average	
		point1905	1905	5,265,651.5	4,298,855.5	547.10				Average	
		point1906	1906	5,265,707.0	4,298,815.5	543.10				Average	
		point1907	1907	5,265,757.5	4,298,757.5	539.20				Average	
		point1908	1908	5,265,782.5	4,298,715.5	535.20				Average	
		point1909	1909	5,265,802.5	4,298,665.5	531.20				Average	
		point1910	1910	5,265,813.5	4,298,617.5	527.30				Average	
		point1911	1911	5,265,816.5	4,298,575.5	523.30				Average	
		point1912	1912	5,265,812.0	4,298,518.5	519.40				Average	
		point1913	1913	5,265,800.5	4,298,466.5	516.20				Average	
		point1914	1914	5,265,780.0	4,298,420.5	513.30					
Rd 450; Ramp fr EB WHV(1)2/1	12.0	point1915	1915	5,265,781.0	4,298,417.0	513.30				Average	
		point1916	1916	5,265,707.0	4,298,290.0	507.50					
Rd 437; EB W H Via (2)1/1	24.0	point1917	1917	5,265,423.0	4,298,933.0	555.00				Average	Y
		point1918	1918	5,265,564.5	4,298,911.0	554.00				Average	Y
		point1919	1919	5,265,824.0	4,298,870.0	553.00					
Rd 438; WB W H Via to 75 On(2)1/1	24.0	point1920	1920	5,265,819.0	4,298,905.0	553.50				Average	
		point1921	1921	5,265,567.0	4,298,938.0	554.00				Average	Y
		point1922	1922	5,265,466.0	4,298,951.0	556.00					
Rd 445; Ramp Spr Gr to WB W H Via1/1	12.0	point1923	1923	5,265,146.0	4,299,454.0	496.50				Average	
		point1924	1924	5,265,553.0	4,299,421.0	492.20				Average	
		point1925	1925	5,265,609.0	4,299,413.0	497.30				Average	
		point1926	1926	5,265,660.0	4,299,391.0	502.30				Average	
		point1927	1927	5,265,698.0	4,299,361.0	507.40				Average	
		point1928	1928	5,265,730.0	4,299,323.0	512.40				Average	
		point1929	1929	5,265,749.0	4,299,281.0	517.50				Average	
		point1930	1930	5,265,760.5	4,299,229.0	522.50				Average	
		point1931	1931	5,265,760.5	4,299,182.0	527.60				Average	
		point1932	1932	5,265,750.0	4,299,138.0	532.60				Average	
		point1933	1933	5,265,726.0	4,299,093.0	537.70				Average	
		point1934	1934	5,265,697.0	4,299,058.0	542.70				Average	
		point1935	1935	5,265,655.0	4,299,018.0	548.80				Average	
		point1936	1936	5,265,605.5	4,298,990.0	552.80				Average	
		point1937	1937	5,265,557.5	4,298,969.0	554.00				Average	Y

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1938	1938	5,265,466.0	4,298,951.0	556.00					
Rd 442; SB Cen P'wy fr W H Via(2)1/1	24.0	point1939	1939	5,265,824.0	4,298,870.0	553.00					Average
		point1940	1940	5,265,826.0	4,298,856.0	552.50					Average
		point1941	1941	5,265,854.0	4,298,738.0	549.50					Average
		point1942	1942	5,265,886.0	4,298,653.0	547.50					Average
		point1943	1943	5,265,926.0	4,298,562.0	545.50					Average
		point1944	1944	5,265,988.0	4,298,459.0	543.50					Average
		point1945	1945	5,266,039.0	4,298,383.0	541.50					Average
		point1946	1946	5,266,136.0	4,298,223.0	538.00					Average
		point1947	1947	5,266,312.5	4,298,054.0	534.70					Average
		point1948	1948	5,266,508.0	4,297,953.0	538.90					Average
		point1949	1949	5,266,524.0	4,297,947.0	539.10					Average
		point1950	1950	5,266,731.0	4,297,901.0	542.50					
Rd441; SB Cen P'wy @ W H V(2)1/1	24.0	point1951	1951	5,265,819.0	4,298,905.0	553.50					Average
		point1952	1952	5,265,824.0	4,298,870.0	553.00					
Rd440; SB Cen P'wy to W H Via(2)1/1	24.0	point1953	1953	5,266,319.5	4,301,753.0	539.50					Average
		point1954	1954	5,266,381.0	4,301,636.0	540.50					Average
		point1955	1955	5,266,417.0	4,301,562.0	541.50					Average
		point1956	1956	5,266,432.0	4,301,516.0	542.00					Average
		point1957	1957	5,266,438.0	4,301,478.0	542.50					Average
		point1958	1958	5,266,439.0	4,301,417.0	544.00					Average
		point1959	1959	5,266,430.0	4,301,369.0	544.50					Average
		point1960	1960	5,266,401.0	4,301,299.0	545.70					Average
		point1961	1961	5,266,367.0	4,301,254.0	546.50					Average
		point1962	1962	5,266,252.0	4,301,134.0	548.50					Average
		point1963	1963	5,266,182.0	4,301,058.0	549.00					Average
		point1964	1964	5,266,138.0	4,300,989.0	548.50					Average
		point1965	1965	5,266,106.0	4,300,919.0	548.00					Average
		point1966	1966	5,266,027.5	4,300,726.0	547.50					Average
		point1967	1967	5,265,826.0	4,300,228.0	554.50					Average
		point1968	1968	5,265,808.0	4,300,151.0	554.00					Average
		point1969	1969	5,265,802.0	4,300,067.0	553.50					Average
		point1970	1970	5,265,826.0	4,299,761.0	550.50					Average
		point1971	1971	5,265,831.0	4,299,688.0	549.50					Average
		point1972	1972	5,265,831.5	4,299,585.0	548.50					Average
		point1973	1973	5,265,826.0	4,299,471.0	548.00					Average
		point1974	1974	5,265,807.0	4,299,143.0	552.00					Average
		point1975	1975	5,265,805.0	4,299,062.0	553.00					Average
		point1976	1976	5,265,810.0	4,298,975.0	554.00					Average

INPUT: ROADWAYS

HAM-75-1.05 PID 113361

		point1977	1977	5,265,819.0	4,298,905.0	553.50					
Rd 443;NB Central P'way to W H Via(3)1/1	36.0	point1978	1978	5,266,736.0	4,297,926.0	542.20				Average	
		point1979	1979	5,266,531.0	4,297,972.0	538.60				Average	
		point1980	1980	5,266,328.5	4,298,074.0	536.10				Average	
		point1981	1981	5,266,156.0	4,298,238.0	537.60				Average	
		point1982	1982	5,266,048.0	4,298,416.0	542.00				Average	
		point1983	1983	5,265,985.0	4,298,510.0	544.50				Average	
		point1984	1984	5,265,951.0	4,298,570.0	546.00				Average	
		point1985	1985	5,265,917.0	4,298,648.0	547.50				Average	
		point1986	1986	5,265,884.0	4,298,744.0	549.50				Average	
		point1987	1987	5,265,851.0	4,298,923.0	554.00					
Rd 444; NB Cent P'way fr W H V(3)1/1	36.0	point1988	1988	5,265,851.0	4,298,923.0	554.00				Average	
		point1989	1989	5,265,840.0	4,298,981.0	554.00				Average	
		point1990	1990	5,265,835.0	4,299,050.0	553.00				Average	
		point1991	1991	5,265,835.0	4,299,159.0	551.50				Average	
		point1992	1992	5,265,853.0	4,299,476.0	548.00				Average	
		point1993	1993	5,265,860.0	4,299,578.0	548.50				Average	
		point1994	1994	5,265,856.5	4,299,654.0	549.00				Average	
		point1995	1995	5,265,847.0	4,299,812.0	550.50				Average	
		point1996	1996	5,265,829.0	4,300,056.0	553.50				Average	
		point1997	1997	5,265,829.0	4,300,130.0	554.00				Average	
		point1998	1998	5,265,847.5	4,300,216.0	554.00				Average	
		point1999	1999	5,266,055.0	4,300,725.0	547.50				Average	
		point2000	2000	5,266,132.0	4,300,916.0	548.50				Average	
		point2001	2001	5,266,166.0	4,300,987.0	549.00				Average	
		point2002	2002	5,266,212.5	4,301,055.0	549.00				Average	
		point2003	2003	5,266,328.0	4,301,177.0	548.00				Average	
		point2004	2004	5,266,372.0	4,301,220.0	547.00				Average	
		point2005	2005	5,266,406.0	4,301,262.0	546.30				Average	
		point2006	2006	5,266,437.0	4,301,318.0	545.50				Average	
		point2007	2007	5,266,456.5	4,301,380.0	544.40				Average	
		point2008	2008	5,266,460.0	4,301,415.0	544.00				Average	
		point2009	2009	5,266,462.0	4,301,484.0	543.50				Average	
		point2010	2010	5,266,454.0	4,301,547.0	542.00				Average	
		point2011	2011	5,266,439.0	4,301,602.0	541.00				Average	
		point2012	2012	5,266,363.0	4,301,750.0	540.40					
Rd415; WB W8th from Dalton(3)1/1	36.0	point2013	2013	5,265,114.0	4,291,583.0	498.00				Average	
		point2014	2014	5,265,062.0	4,291,579.0	498.00				Average	
		point2015	2015	5,264,713.5	4,291,609.0	494.00					

INPUT: ROADWAYS**HAM-75-1.05 PID 113361**

Rd414 ; EB w 8th to Dalton(4)1/1	48.0	point2016	2016	5,264,713.5	4,291,551.0	494.00				Average	
		point2017	2017	5,265,105.0	4,291,519.0	498.00					
Rd523; W 4th Street to Ramp (2)	24.0	point2021	2021	5,270,766.0	4,289,908.0	543.30				Average	
		point2022	2022	5,270,484.5	4,289,850.0	541.70				Average	
		point2023	2023	5,270,050.0	4,289,761.0	536.60					

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Lawhon & Associates CMCox												
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:												
RUN:												
Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Rd45 ; SB Ramp western-SB 75(1)1/1	point1	1	315	35	14	35	21	35	0	0	0	0
	point2	2	315	35	14	35	21	35	0	0	0	0
	point3	3	315	35	14	35	21	35	0	0	0	0
	point4	4	315	35	14	35	21	35	0	0	0	0
	point5	5	315	35	14	35	21	35	0	0	0	0
	point6	6	315	35	14	35	21	35	0	0	0	0
	point7	7	315	35	14	35	21	35	0	0	0	0
	point8	8	315	35	14	35	21	35	0	0	0	0
	point9	9	315	35	14	35	21	35	0	0	0	0
	point10	10										
Rd55 ; 2nd St to On fr SB 75(1)1/1	point11	11	865	25	26	25	39	25	0	0	0	0
	point12	12	865	25	26	25	39	25	0	0	0	0
	point13	13	865	25	26	25	39	25	0	0	0	0
	point14	14										
Rd56 ; 2nd St SB On-NB On(3)1/1	point15	15	1265	25	38	25	57	25	0	0	0	0
	point16	16	1265	25	38	25	57	25	0	0	0	0
	point17	17										
Rd 57 ; 2nd St Fr NB On(5)1/1	point18	18	1841	25	55	25	83	25	0	0	0	0
	point19	19	1841	25	55	25	83	25	0	0	0	0
	point20	20	1841	25	55	25	83	25	0	0	0	0
	point21	21	1841	25	55	25	83	25	0	0	0	0
	point22	22	1841	25	55	25	83	25	0	0	0	0
	point23	23										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd58 ; EB P Rose Meh-Rose(2)1/1	point24	24	5	25	0	0	0	0	0	0	0	0
	point25	25	5	25	0	0	0	0	0	0	0	0
	point26	26	5	25	0	0	0	0	0	0	0	0
	point27	27										
Rd59 ; EB P Rose Rose-Cent(2)1/1	point28	28	5	25	0	0	0	0	0	0	0	0
	point29	29										
Rd60 ; EB P Rose fr Central(2)1/1	point30	30	5	25	0	0	0	0	0	0	0	0
	point31	31	5	25	0	0	0	0	0	0	0	0
	point32	32	5	25	0	0	0	0	0	0	0	0
	point33	33	5	25	0	0	0	0	0	0	0	0
	point34	34	5	25	0	0	0	0	0	0	0	0
	point35	35	5	25	0	0	0	0	0	0	0	0
	point36	36	5	25	0	0	0	0	0	0	0	0
	point37	37										
Rd61 ; WB P Rose to Central(2)1/1	point38	38	5	25	0	0	0	0	0	0	0	0
	point39	39	5	25	0	0	0	0	0	0	0	0
	point40	40	5	25	0	0	0	0	0	0	0	0
	point41	41	5	25	0	0	0	0	0	0	0	0
	point42	42	5	25	0	0	0	0	0	0	0	0
	point43	43	5	25	0	0	0	0	0	0	0	0
	point44	44	5	25	0	0	0	0	0	0	0	0
	point45	45	5	25	0	0	0	0	0	0	0	0
	point46	46	5	25	0	0	0	0	0	0	0	0
	point47	47										
Rd62 ; WB P Rose Cent-Meh(2)1/1	point48	48	5	25	0	0	0	0	0	0	0	0
	point49	49	5	25	0	0	0	0	0	0	0	0
	point50	50	5	25	0	0	0	0	0	0	0	0
	point51	51										
Rd63 ; WB P Rose fr Rose St(2)1/1	point52	52	5	25	0	0	0	0	0	0	0	0
	point53	53	5	25	0	0	0	0	0	0	0	0
	point54	54	5	25	0	0	0	0	0	0	0	0
	point55	55										
Rd69 ; EB 71 Fr SB 75 On(4)1/1	point56	56	4618	55	40	55	321	55	0	0	0	0
	point57	57	4618	55	40	55	321	55	0	0	0	0
	point58	58										
Rd71 ; 3rd ST to Race(5)1/1	point59	59	2102	25	63	25	95	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point60	60	2102	25	63	25	95	25	0	0	0	0
	point61	61										
Rd72 ; 3rd St Race-Elm(3)1/1	point62	62	725	25	22	25	33	25	0	0	0	0
	point63	63	725	25	22	25	33	25	0	0	0	0
	point64	64	725	25	22	25	33	25	0	0	0	0
	point65	65										
Rd73 ; 3rd St Fr Elm(3)1/1	point66	66	725	25	22	25	33	25	0	0	0	0
	point67	67	725	25	22	25	33	25	0	0	0	0
	point68	68										
Rd74 ; 3rd to Plum(4)1/1	point69	69	725	25	22	25	33	25	0	0	0	0
	point70	70										
Rd75 ; WB 3rd St Plum-Central(2)1/1	point71	71	874	25	26	25	39	25	0	0	0	0
	point72	72										
Rd76 ; WB 3rd Central-Smith(2)1/1	point73	73	1051	35	32	35	47	35	0	0	0	0
	point74	74										
Rd77 ; WB 3rd St Fr Smith(2)1/1	point75	75	316	35	10	35	14	35	0	0	0	0
	point76	76	316	35	10	35	14	35	0	0	0	0
	point77	77	316	35	10	35	14	35	0	0	0	0
	point78	78	316	35	10	35	14	35	0	0	0	0
	point79	79	316	35	10	35	14	35	0	0	0	0
	point80	80	316	35	10	35	14	35	0	0	0	0
	point81	81	316	35	10	35	14	35	0	0	0	0
	point82	82	316	35	10	35	14	35	0	0	0	0
	point83	83	316	35	10	35	14	35	0	0	0	0
	point84	84	316	35	10	35	14	35	0	0	0	0
	point85	85										
Rd78 ; EB 3rd to Smith(2)1/1	point86	86	512	35	15	35	23	35	0	0	0	0
	point87	87	512	35	15	35	23	35	0	0	0	0
	point88	88	512	35	15	35	23	35	0	0	0	0
	point89	89	512	35	15	35	23	35	0	0	0	0
	point90	90	512	35	15	35	23	35	0	0	0	0
	point91	91	512	35	15	35	23	35	0	0	0	0
	point92	92	512	35	15	35	23	35	0	0	0	0
	point93	93										
Rd79 ; EB 3rd Smith-central(2)1/1	point94	94	167	35	5	35	8	35	0	0	0	0
	point95	95										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd80 ; WB 71 to Off to SB 75(4)1/1	point96	96	5943	55	52	55	413	55	52	55	0	0
	point97	97	5943	55	52	55	413	55	52	55	0	0
	point98	98										
Rd86 ; 6th to NB off Ramp(4)1/1	point99	99	893	25	27	25	40	25	0	0	0	0
	point100	100	893	25	27	25	40	25	0	0	0	0
	point101	101										
Rd89 ; 5th fr On ramp-Central(4)1/1	point102	102	529	25	4	25	6	25	0	0	0	0
	point103	103	529	25	4	25	6	25	0	0	0	0
	point104	104										
Rd90 ; 5th fr Central(3)1/1	point105	105	823	25	7	25	10	25	0	0	0	0
	point106	106	823	25	7	25	10	25	0	0	0	0
	point107	107										
Rd91 ; EB 6th Exp'y to EB On(2)1/1	point108	108	0	0	0	0	0	0	0	0	0	0
	point109	109	0	0	0	0	0	0	0	0	0	0
	point110	110	0	0	0	0	0	0	0	0	0	0
	point111	111	0	0	0	0	0	0	0	0	0	0
	point112	112										
Rd92 ; EB 6th Exp On- Linn On(3)1/1	point113	113	1455	35	18	35	27	35	0	0	0	0
	point114	114	1455	35	18	35	27	35	0	0	0	0
	point115	115	1455	35	18	35	27	35	0	0	0	0
	point116	116	1455	35	18	35	27	35	0	0	0	0
	point117	117	1455	35	18	35	27	35	0	0	0	0
	point118	118										
Rd93 ; EN 6th Exp Over Gest(4)1/1	point119	119	2183	35	27	35	41	35	0	0	0	0
	point120	120	2183	35	27	35	41	35	0	0	0	0
	point121	121										
Rd99 ; WB 6th to Off to Linn(4)1/1	point122	122	1581	35	20	35	29	35	0	0	0	0
	point123	123	1581	35	20	35	29	35	0	0	0	0
	point124	124	1581	35	20	35	29	35	0	0	0	0
	point125	125	1581	35	20	35	29	35	0	0	0	0
	point126	126										
Rd100 ; WB 6th Exp'y fr Linn Off(3)1/1	point127	127	0	0	0	0	0	0	0	0	0	0
	point128	128	0	0	0	0	0	0	0	0	0	0
	point129	129	0	0	0	0	0	0	0	0	0	0
	point130	130	0	0	0	0	0	0	0	0	0	0
	point131	131	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point132	132	0	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0	0
	point135	135	0	0	0	0	0	0	0	0	0	0	0
	point136	136	0	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0	0
	point139	139											
Rd102 ; NB Off fr Gest to 7th(1)1/1	point140	140	298	35	9	35	13	35	0	0	0	0	0
	point141	141	298	35	9	35	13	35	0	0	0	0	0
	point142	142	298	35	9	35	0	35	0	0	0	0	0
	point143	143	298	35	9	35	13	35	0	0	0	0	0
	point144	144	298	35	9	35	13	35	0	0	0	0	0
	point145	145	298	35	9	35	13	35	0	0	0	0	0
	point146	146	298	35	9	35	13	35	0	0	0	0	0
	point147	147											
Rd104 ; 7th Central-Plum(4)1/1	point148	148	744	25	22	25	34	25	0	0	0	0	0
	point149	149	368	25	10	25	22	25	0	0	0	0	0
	point150	150											
Rd106 ; EB W Mehring (2)1/1	point151	151	10	25	0	0	0	0	0	0	0	0	0
	point152	152	10	25	0	0	0	0	0	0	0	0	0
	point153	153	10	25	0	0	0	0	0	0	0	0	0
	point154	154	10	25	0	0	0	0	0	0	0	0	0
	point155	155	10	25	0	0	0	0	0	0	0	0	0
	point156	156	10	25	0	0	0	0	0	0	0	0	0
	point157	157	10	25	0	0	0	0	0	0	0	0	0
	point158	158	10	25	0	0	0	0	0	0	0	0	0
	point159	159	10	25	0	0	0	0	0	0	0	0	0
	point160	160	10	25	0	0	0	0	0	0	0	0	0
	point161	161	10	25	0	0	0	0	0	0	0	0	0
	point162	162											
Rd107 ; WB Mehring Way fr Pete Ros(2)1/1	point163	163	97	25	1	25	2	25	0	0	0	0	0
	point164	164	97	25	1	25	2	25	0	0	0	0	0
	point165	165	97	25	1	25	2	25	0	0	0	0	0
	point166	166	97	25	1	25	2	25	0	0	0	0	0
	point167	167											

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd108 ; 9th to NB Off to 75(4)1/1	point168	168	1205	25	27	25	73	25	0	0	0	0
	point169	169	1205	25	27	25	73	25	0	0	0	0
	point170	170	1205	25	27	25	73	25	0	0	0	0
	point171	171	1205	25	27	25	73	25	0	0	0	0
	point172	172	1205	25	27	25	73	25	0	0	0	0
	point173	173										
Rd109 ; W 8th NB Off-SB Off(3)1/1	point174	174	1002	35	61	35	27	35	0	0	0	0
	point175	175										
RD119 ; NB Freeman Mehring-SB On(2)1/1	point176	176	97	25	1	25	2	25	0	0	0	0
	point177	177	97	25	1	25	2	25	0	0	0	0
	point178	178	97	25	1	25	2	25	0	0	0	0
	point179	179	97	25	1	25	2	25	0	0	0	0
	point180	180	97	25	1	25	2	25	0	0	0	0
	point181	181	97	25	1	25	2	25	0	0	0	0
	point182	182	97	25	1	25	2	25	0	0	0	0
	point183	183										
Rd120 ; NB Freem SB On-NB On(2)1/1	point184	184	97	25	1	25	2	25	0	0	0	0
	point185	185										
Rd121 ; NB Freem On -8th(2)1/1	point186	186	524	35	14	35	32	35	0	0	0	0
	point187	187	524	35	14	35	32	35	0	0	0	0
	point188	188	524	35	14	35	32	35	0	0	0	0
	point189	189	524	35	14	35	32	35	0	0	0	0
	point190	190	524	35	14	35	32	35	0	0	0	0
	point191	191	524	35	14	35	32	35	0	0	0	0
	point192	192	524	35	14	35	32	35	0	0	0	0
	point193	193										
Rd122 ; NB Freem @ 8th(2)1/1	point194	194	524	35	14	35	0	35	0	0	0	0
	point195	195										
Rd123 ; NB Freeman 8th-Gest(4)1/1	point196	196	524	35	14	35	32	35	0	0	0	0
	point197	197	524	35	14	35	32	35	0	0	0	0
	point198	198	524	35	14	35	32	35	0	0	0	0
	point199	199	524	35	14	35	32	35	0	0	0	0
	point200	200	524	35	14	35	32	35	0	0	0	0
	point201	201	524	35	14	35	32	35	0	0	0	0
	point202	202	524	35	14	35	32	35	0	0	0	0
	point203	203	524	35	14	35	32	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point204	204	524	35	14	35	32	35	0	0	0	0
	point205	205										
Rd124 ; NB Freeman @ Gest(4)1/1	point206	206	922	35	11	35	17	35	0	0	0	0
	point207	207										
Rd127 ; SB Freeman @ Gest(4)1/1	point208	208	592	35	7	35	11	35	0	0	0	0
	point209	209										
Rd128 ; SB Freem Gest-8th(4)1/1	point210	210	570	35	15	35	35	35	0	0	0	0
	point211	211	570	35	15	35	35	35	0	0	0	0
	point212	212	570	35	15	35	35	35	0	0	0	0
	point213	213	570	35	15	35	35	35	0	0	0	0
	point214	214	0	35	15	35	35	35	0	0	0	0
	point215	215	570	35	15	35	35	35	0	0	0	0
	point216	216	570	35	15	35	35	35	0	0	0	0
	point217	217	570	35	15	35	35	35	0	0	0	0
	point218	218										
Rd129 ; SB Freeman @ 8th(4)1/1	point219	219	570	35	15	35	35	35	0	0	0	0
	point220	220										
Rd130 ; SB Freeman fr 8th(3)1/1	point221	221	570	35	15	35	35	35	0	0	0	0
	point222	222										
Rd131 ; SB Freem to Off to WB 6th(2)1/1	point223	223	922	35	11	35	17	35	0	0	0	0
	point224	224	922	35	11	35	17	35	0	0	0	0
	point225	225										
Rd132 ; SB Freem 6th Off-6th On(2)1/1	point226	226	0	0	0	0	0	0	0	0	0	0
	point227	227	0	0	0	0	0	0	0	0	0	0
	point228	228	0	0	0	0	0	0	0	0	0	0
	point229	229	0	0	0	0	0	0	0	0	0	0
	point230	230										
Rd134 ; SB Free to Mehring(2)1/1	point231	231	10	25	0	0	0	0	0	0	0	0
	point232	232	10	25	0	0	0	0	0	0	0	0
	point233	233	10	25	0	0	0	0	0	0	0	0
	point234	234	10	25	0	0	0	0	0	0	0	0
	point235	235	10	25	0	0	0	0	0	0	0	0
	point236	236										
Rd135 ; EB 6th Off to Freeman(1)1/1	point237	237	0	0	0	0	0	0	0	0	0	0
	point238	238	0	0	0	0	0	0	0	0	0	0
	point239	239	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point240	240	0	0	0	0	0	0	0	0	0	0	0
	point241	241											
Rd136 ; EB 6th Off To free(2)1/1	point242	242	552	35	19	35	29	35	0	0	0	0	0
	point243	243											
Rd137 ; EB 6th On fr Free(1)1/1	point244	244	0	0	0	0	0	0	0	0	0	0	0
	point245	245	0	0	0	0	0	0	0	0	0	0	0
	point246	246											
Rd138 ; SB Free Off to 6th(1)1/1	point247	247	189	35	7	35	10	35	0	0	0	0	0
	point248	248	189	35	7	35	10	35	0	0	0	0	0
	point249	249	189	35	7	35	10	35	0	0	0	0	0
	point250	250	189	35	7	35	10	35	0	0	0	0	0
	point251	251											
Rd139 ; NB Free Off to EB 6th(1)1/1	point252	252	0	0	0	0	0	0	0	0	0	0	0
	point253	253											
Rd140 ; EB 6th On Fr Free(1)1/1	point254	254	0	0	0	0	0	0	0	0	0	0	0
	point255	255	0	0	0	0	0	0	0	0	0	0	0
	point256	256	0	0	0	0	0	0	0	0	0	0	0
	point257	257	0	0	0	0	0	0	0	0	0	0	0
	point258	258	0	0	0	0	0	0	0	0	0	0	0
	point259	259	0	0	0	0	0	0	0	0	0	0	0
	point260	260	0	0	0	0	0	0	0	0	0	0	0
	point261	261	0	0	0	0	0	0	0	0	0	0	0
	point262	262	0	0	0	0	0	0	0	0	0	0	0
	point263	263											
Rd141 ; EB Off 6th-Free(1)1/1	point264	264	0	0	0	0	0	0	0	0	0	0	0
	point265	265	0	0	0	0	0	0	0	0	0	0	0
	point266	266	0	0	0	0	0	0	0	0	0	0	0
	point267	267	0	0	0	0	0	0	0	0	0	0	0
	point268	268	0	0	0	0	0	0	0	0	0	0	0
	point269	269	0	0	0	0	0	0	0	0	0	0	0
	point270	270	0	0	0	0	0	0	0	0	0	0	0
	point271	271	0	0	0	0	0	0	0	0	0	0	0
	point272	272											
Rd142 ; NB Free On fr EB 6th(1)1/1	point273	273	0	0	0	0	0	0	0	0	0	0	0
	point274	274	0	0	0	0	0	0	0	0	0	0	0
	point275	275	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point276	276										
Rd143 ; ON to Free fr EB 6th(1)1/1	point277	277	0	0	0	0	0	0	0	0	0	0
	point278	278	0	0	0	0	0	0	0	0	0	0
	point279	279	0	0	0	0	0	0	0	0	0	0
	point280	280										
Rd144 ; SB Off Free-WB 6th(1)1/1	point281	281	0	0	0	0	0	0	0	0	0	0
	point282	282	0	0	0	0	0	0	0	0	0	0
	point283	283	0	0	0	0	0	0	0	0	0	0
	point284	284	0	0	0	0	0	0	0	0	0	0
	point285	285	0	0	0	0	0	0	0	0	0	0
	point286	286	0	0	0	0	0	0	0	0	0	0
	point287	287	0	0	0	0	0	0	0	0	0	0
	point288	288	0	0	0	0	0	0	0	0	0	0
	point289	289	0	0	0	0	0	0	0	0	0	0
	point290	290										
Rd145 ; EB 8th Dalton-Freeman(4)1/1	point291	291	470	25	12	25	28	25	0	0	0	0
	point292	292	470	25	12	25	28	25	0	0	0	0
	point293	293										
Rd146 ; EB 8th @ Freeman(3)1/1	point294	294	470	25	12	25	28	25	0	0	0	0
	point295	295										
Rd147 ; EB 8th Freeman-Linn(4)1/1	point296	296	470	25	12	25	28	25	0	0	0	0
	point297	297	470	25	12	25	28	25	0	0	0	0
	point298	298	470	25	12	25	28	25	0	0	0	0
	point299	299	470	25	12	25	28	25	0	0	0	0
	point300	300	470	25	12	25	28	25	0	0	0	0
	point301	301										
Rd148 ; EB 8th @ Linn (4)1/1	point302	302	470	25	12	25	28	25	0	0	0	0
	point303	303										
Rd149 ; EB 8th Linn-Ramps(3)1/1	point304	304	432	25	12	25	26	25	0	0	0	0
	point305	305										
Rd150 ; EB 8th Off to Gest(1)1/1	point306	306	55	35	2	35	3	35	0	0	0	0
	point307	307	55	35	2	35	3	35	0	0	0	0
	point308	308	55	35	2	35	3	35	0	0	0	0
	point309	309	55	35	2	35	3	35	0	0	0	0
	point310	310	55	35	2	35	3	35	0	0	0	0
	point311	311	55	35	2	35	3	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point312	312	55	35	2	35	3	35	0	0	0	0
	point313	313	55	35	2	35	3	35	0	0	0	0
	point314	314	55	35	2	35	3	35	0	0	0	0
	point315	315										
Rd151 ; EB 8th Off to 7th(2)1/1	point316	316	240	35	6	35	114	35	0	0	0	0
	point317	317	240	35	6	35	114	35	0	0	0	0
	point318	318	240	35	6	35	114	35	0	0	0	0
	point319	319	240	35	6	35	114	35	0	0	0	0
	point320	320	240	35	6	35	114	35	0	0	0	0
	point321	321	240	35	6	35	114	35	0	0	0	0
	point322	322	240	35	6	35	114	35	0	0	0	0
	point323	323	240	35	6	35	114	35	0	0	0	0
	point324	324	240	35	6	35	114	35	0	0	0	0
	point325	325	240	35	6	35	114	35	0	0	0	0
	point326	326										
Rd152 ; 8th Viad 9th-wb 8th(2)1/1	point327	327	745	35	20	35	45	35	0	0	0	0
	point328	328	745	35	20	35	45	35	0	0	0	0
	point329	329	745	35	20	35	45	35	0	0	0	0
	point330	330	745	35	20	35	45	35	0	0	0	0
	point331	331	745	35	20	35	45	35	0	0	0	0
	point332	332	745	35	20	35	45	35	0	0	0	0
	point333	333										
Rd153 ; WB 8th Via-Linn(3)1/1	point334	334	745	35	20	35	45	35	0	0	0	0
	point335	335										
Rd154 ; WB 8th @ Linn(3)1/1	point336	336	745	35	20	35	45	35	0	0	0	0
	point337	337										
Rd155 ; WB 8th Linn-Freeman(4)1/1	point338	338	745	35	20	35	45	35	0	0	0	0
	point339	339	745	35	20	35	45	35	0	0	0	0
	point340	340	745	35	20	35	45	35	0	0	0	0
	point341	341	745	35	20	35	45	35	0	0	0	0
	point342	342	745	35	20	35	45	35	0	0	0	0
	point343	343	745	35	20	35	45	35	0	0	0	0
	point344	344	745	35	20	35	45	35	0	0	0	0
	point345	345										
Rd156 ; WB 8th @ Freeman(4)1/1	point346	346	745	35	20	35	45	35	0	0	0	0
	point347	347										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd157 ; WB 8th Freeman-Dalton(4)1/1	point348	348	745	35	20	35	45	35	0	0	0	0
	point349	349	745	35	20	35	45	35	0	0	0	0
	point350	350	745	35	20	35	45	35	0	0	0	0
	point351	351	745	35	20	35	45	35	0	0	0	0
	point352	352	745	35	20	35	45	35	0	0	0	0
	point353	353										
Rd158 ; EB Gest Dalton-Western(2)1/1	point354	354	255	35	2	35	3	35	0	0	0	0
	point355	355	255	35	2	35	3	35	0	0	0	0
	point356	356	255	35	2	35	3	35	0	0	0	0
	point357	357	255	35	2	0	3	35	0	0	0	0
	point358	358	255	35	2	35	3	35	0	0	0	0
	point359	359										
Rd159 ; EB Gest Western-Freeman(2)1/1	point360	360	398	35	5	35	7	35	0	0	0	0
	point361	361										
Rd160 ; EB gest @ Freeman(2)1/1	point362	362	398	35	5	35	7	35	0	0	0	0
	point363	363										
Rd163 ; SB Gest 8th On-Und 6th(3)1/1	point364	364	186	35	2	35	2	35	0	0	0	0
	point365	365										
Rd164 ; SB Gest 6th-Linn (2)1/1	point366	366	186	35	2	35	2	35	0	0	0	0
	point367	367	186	35	2	35	2	35	0	0	0	0
	point368	368	186	35	2	35	2	35	0	0	0	0
	point369	369	186	35	2	35	2	35	0	0	0	0
	point370	370	186	35	2	35	2	35	0	0	0	0
	point371	371	186	35	2	35	2	35	0	0	0	0
	point372	372	186	35	2	35	2	35	0	0	0	0
	point373	373										
Rd165 ; SB Gest @ Linn (2)1/1	point374	374	87	35	1	35	2	35	0	0	0	0
	point375	375										
Rd166 ; SB Gest Linn-Pete Rose(1)1/1	point376	376	87	35	1	35	2	35	0	0	0	0
	point377	377	87	35	1	35	2	35	0	0	0	0
	point378	378	87	35	1	35	2	35	0	0	0	0
	point379	379	87	35	1	35	2	35	0	0	0	0
	point380	380	87	35	1	35	2	35	0	0	0	0
	point381	381	87	35	1	35	2	35	0	0	0	0
	point382	382	87	35	1	35	2	35	0	0	0	0
	point383	383										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd167 ; WB Pete Rose @ Gest(2)1/1	point384	384	5	25	0	0	0	0	0	0	0	0
	point385	385										
Rd168 ; WB Pete Rose Gest-Mehring(2)1/1	point386	386	5	25	0	0	0	0	0	0	0	0
	point387	387	5	25	0	0	0	0	0	0	0	0
	point388	388										
Rd169 ; NB Gest Pete Rose-Linn(1)1/1	point389	389	107	35	1	35	2	35	0	0	0	0
	point390	390	107	35	1	35	2	35	0	0	0	0
	point391	391	107	35	1	35	2	35	0	0	0	0
	point392	392	107	35	1	35	2	35	0	0	0	0
	point393	393	107	35	1	35	2	35	0	0	0	0
	point394	394	107	35	1	35	2	35	0	0	0	0
	point395	395	107	35	1	35	2	35	0	0	0	0
	point396	396	107	35	1	35	2	35	0	0	0	0
	point397	397	107	35	1	35	2	35	0	0	0	0
	point398	398										
Rd 170 SB Linn @ gest(2)1/1	point399	399	251	35	8	35	11	35	0	0	0	0
	point400	400										
Rd171 ; NB Gest @ Linn(1)1/1	point401	401	107	35	1	35	2	35	0	0	0	0
	point402	402										
Rd172 ; NB Gest linn-2Lane(1)1/1	point403	403	127	35	1	35	2	35	0	0	0	0
	point404	404	127	35	1	35	2	35	0	0	0	0
	point405	405	127	35	1	35	2	35	0	0	0	0
	point406	406										
Rd173 ; NB Gest On fr Linn(1)1/1	point407	407	127	35	1	35	2	35	0	0	0	0
	point408	408	127	35	1	35	2	35	0	0	0	0
	point409	409	127	35	1	35	2	35	0	0	0	0
	point410	410	127	35	1	35	2	35	0	0	0	0
	point411	411	127	35	1	35	2	35	0	0	0	0
	point412	412										
Rd174 ; NB Gest Linn On-6th Ex(2)1/1	point413	413	255	35	2	35	3	35	0	0	0	0
	point414	414	255	35	2	35	3	35	0	0	0	0
	point415	415	255	35	2	35	3	35	0	0	0	0
	point416	416	255	35	2	35	3	35	0	0	0	0
	point417	417	255	35	2	35	3	35	0	0	0	0
	point418	418										
Rd175 ; NB Gest 6th Exp-Off to 7th(2)1/1	point419	419	255	35	2	35	3	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point420	420											
Rd 180 NB Gest @ Freeman(2)1/1	point421	421	126	35	2	35	2	35	0	0	0	0	0
	point422	422											
Rd181 ; NB Gest Free-Western(3)1/1	point423	423	126	35	2	35	2	35	0	0	0	0	0
	point424	424											
Rd182 ; NB Gest Western-Dalton(2)1/1	point425	425	225	35	2	35	3	35	0	0	0	0	0
	point426	426	225	35	2	35	3	35	0	0	0	0	0
	point427	427	225	35	2	35	3	35	0	0	0	0	0
	point428	428	225	35	2	35	3	35	0	0	0	0	0
	point429	429	225	35	2	35	3	35	0	0	0	0	0
	point430	430											
Rd183 ; SB Spr Gr Alfred-(3)1/1	point431	431	646	35	9	35	25	35	0	0	0	0	0
	point432	432	646	35	9	35	25	35	0	0	0	0	0
	point433	433	646	35	9	35	25	35	0	0	0	0	0
	point434	434	646	35	9	35	25	35	0	0	0	0	0
	point435	435	646	35	9	35	25	35	0	0	0	0	0
	point436	436	646	35	9	35	25	35	0	0	0	0	0
	point437	437											
Rd184 ; SB Spr Gr loe Western(3)1/1	point438	438	646	35	9	35	25	35	0	0	0	0	0
	point439	439	646	35	9	35	25	35	0	0	0	0	0
	point440	440	646	35	9	35	25	35	0	0	0	0	0
	point441	441											
Rd185 ; SB Spr Gr Harrison-Bank(3)1/1	point442	442	620	35	10	35	20	35	0	0	0	0	0
	point443	443	620	35	10	35	20	35	0	0	0	0	0
	point444	444	620	35	10	35	20	35	0	0	0	0	0
	point445	445											
Rd186 ; SB Spr Gr @ bank(3)1/1	point446	446	834	35	10	35	15	35	0	0	0	0	0
	point447	447											
Rd187 ; SB Dalton bank-findlay(2)1/1	point448	448	627	35	8	35	15	35	0	0	0	0	0
	point449	449	627	35	8	35	15	35	0	0	0	0	0
	point450	450	627	35	8	35	15	35	0	0	0	0	0
	point451	451	627	35	8	35	15	35	0	0	0	0	0
	point452	452	627	35	8	35	15	35	0	0	0	0	0
	point453	453	627	35	8	35	15	35	0	0	0	0	0
	point454	454	627	35	8	35	15	35	0	0	0	0	0
	point455	455	627	35	8	35	15	35	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point456	456	627	35	8	35	15	35	0	0	0	0
	point457	457										
Rd188 ; SB Dalton @ findlay(2)1/1	point458	458	834	35	10	35	15	35	0	0	0	0
	point459	459										
Rd189 ; SB Dalton Finlay-liberty(2)1/1	point460	460	951	35	12	35	18	35	0	0	0	0
	point461	461										
Rd190 ; SB Dalton @ liberty(2)1/1	point462	462	951	35	12	35	18	35	0	0	0	0
	point463	463										
Rd191 ; SB Dalton findlay-kenner(2)1/1	point464	464	941	35	12	35	17	35	0	0	0	0
	point465	465	941	35	12	35	17	35	0	0	0	0
	point466	466	941	35	12	35	17	35	0	0	0	0
	point467	467										
Rd192 ; NB Dalton kenner-court(1)1/1	point468	468	446	35	6	35	8	35	0	0	0	0
	point469	469										
Rd193 ; NB Dalton Court-Liberty(2)1/1	point470	470	446	35	6	35	8	35	0	0	0	0
	point471	471	446	35	6	35	8	35	0	0	0	0
	point472	472	446	35	6	35	8	35	0	0	0	0
	point473	473										
Rd194 ; NB Dalton @ liberty(2)1/1	point474	474	669	35	8	35	12	35	0	0	0	0
	point475	475										
Rd195 ; NB Dalton liberty-findlay(2)1/1	point476	476	669	35	8	35	12	35	0	0	0	0
	point477	477	669	35	8	35	12	35	0	0	0	0
	point478	478										
Rd196 ; NB Dalton @ findlay(2)1/1	point479	479	640	35	8	35	12	35	0	0	0	0
	point480	480										
Rd197 ; NB Dalton findlay-bank(2)1/1	point481	481	513	35	9	35	18	35	0	0	0	0
	point482	482	513	35	9	35	18	35	0	0	0	0
	point483	483	513	35	9	35	18	35	0	0	0	0
	point484	484	513	35	9	35	18	35	0	0	0	0
	point485	485	513	35	9	35	18	35	0	0	0	0
	point486	486	513	35	9	35	18	35	0	0	0	0
	point487	487	513	35	9	35	18	35	0	0	0	0
	point488	488	513	35	9	35	18	35	0	0	0	0
	point489	489	513	35	9	35	18	35	0	0	0	0
	point490	490	513	35	9	35	18	35	0	0	0	0
	point491	491										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd198 ; NB Dalton @ bank(2)1/1	point492	492	1019	35	13	35	19	35	0	0	0	0
	point493	493										
Rd199 ; NB Spr Gr bank-Harrison(3)1/1	point494	494	598	35	13	35	19	35	0	0	0	0
	point495	495	598	35	13	35	19	35	0	0	0	0
	point496	496	598	35	13	35	19	35	0	0	0	0
	point497	497	598	35	13	35	19	35	0	0	0	0
	point498	498	598	35	13	35	19	35	0	0	0	0
	point499	499										
Rd200 ; NB Spr Gr Harrison-Lower W(2)1/1	point500	500	902	35	15	35	33	35	0	0	0	0
	point501	501	902	35	15	35	33	35	0	0	0	0
	point502	502	902	35	15	35	33	35	0	0	0	0
	point503	503										
Rd201 ; NB Spr Gr fr Western(2)1/1	point504	504	902	35	15	35	33	35	0	0	0	0
	point505	505	902	35	15	35	33	35	0	0	0	0
	point506	506	902	35	15	35	33	35	0	0	0	0
	point507	507	902	35	15	35	33	35	0	0	0	0
	point508	508	902	35	15	35	33	35	0	0	0	0
	point509	509										
Rd202 ; SB Spr Gr 2lane-western(3)1/1	point510	510	646	35	9	35	25	35	0	0	0	0
	point511	511										
Rd211 ; NB Winchell to EB Ezzard(3)1/1	point512	512	420	35	12	35	28	35	0	0	0	0
	point513	513	420	35	12	35	28	35	0	0	0	0
	point514	514	420	35	12	35	28	35	0	0	0	0
	point515	515										
Rd212 ; NB Winhell EB Ezz-WB Ezz(3)1/1	point516	0	530	35	15	35	35	35	0	0	0	0
	point517	517										
Rd213 ; NB Winch Ezz-Off to 75(3)1/1	point518	518	530	35	15	35	35	35	0	0	0	0
	point519	519										
Rd214 ; NB Winch Off-liberty(3)1/1	point520	520	557	35	9	35	15	35	0	0	0	0
	point521	521	557	35	9	35	15	35	0	0	0	0
	point522	522	557	35	9	35	15	35	0	0	0	0
	point523	523	557	35	9	35	15	35	0	0	0	0
	point524	524	557	35	9	35	15	35	0	0	0	0
	point525	525	557	35	9	35	15	35	0	0	0	0
	point526	526										
Rd215 ; NB Winchell @ liberty(3)1/1	point527	527	530	35	15	35	35	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point528	528										
Rd216 ; NB Wich Liberty-findlay(3)1/1	point529	529	776	35	10	35	14	35	0	0	0	0
	point530	530	776	35	10	35	14	35	0	0	0	0
	point531	531	776	35	10	35	14	35	0	0	0	0
	point532	532	776	35	10	35	14	35	0	0	0	0
	point533	533	776	35	10	35	14	35	0	0	0	0
	point534	534										
Rd217 ; NB Winchel @ Findlay(3)1/1	point535	535	669	35	8	35	12	35	0	0	0	0
	point536	536										
Rd218 ; NB Winch Findlay-Bank(3)1/1	point537	537	669	35	8	35	12	35	0	0	0	0
	point538	538	669	35	8	35	12	35	0	0	0	0
	point539	539	669	35	8	35	12	35	0	0	0	0
	point540	540	669	35	8	35	12	35	0	0	0	0
	point541	541	669	35	8	35	12	35	0	0	0	0
	point542	542	669	35	8	35	12	35	0	0	0	0
	point543	543	669	35	8	35	12	35	0	0	0	0
	point544	544	669	35	8	35	12	35	0	0	0	0
	point545	545	669	35	8	35	12	35	0	0	0	0
	point546	546	669	35	8	35	12	35	0	0	0	0
	point547	547										
Rd219 ; NB Winchell @ Bank(3)1/1	point548	548	514	35	6	35	10	35	0	0	0	0
	point549	549										
Rd222 ; EB Bank to Dalton(3)1/1	point550	550	230	35	6	35	14	35	0	0	0	0
	point551	551										
Rd 223 ; EB Bank @ Dalton (3)1/1	point552	552	272	35	3	35	5	35	0	0	0	0
	point553	553										
Rd224 ; EB Bank Dalt-Winch(3)1/1	point554	554	230	35	6	35	14	35	0	0	0	0
	point555	555	230	35	6	35	14	35	0	0	0	0
	point556	556										
Rd225 ; EB Bank Fr Winchell(2)1/1	point557	557	118	35	1	35	1	35	0	0	0	0
	point558	558	230	35	6	35	14	35	0	0	0	0
	point559	559										
Rd226 ; WB Bank to Winchell(2)1/1	point560	560	368	35	10	35	22	35	0	0	0	0
	point561	561	225	35	2	35	3	35	0	0	0	0
	point562	562										
Rd227 ; WB Bank Winc-Dalton(2)1/1	point563	563	368	35	10	35	22	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point564	564	368	35	10	35	22	35	0	0	0	0
	point565	565	368	35	10	35	22	35	0	0	0	0
	point566	566										
Rd228 ; WB bank @ Dalton(2)1/1	point567	567	87	35	1	35	2	35	0	0	0	0
	point568	568										
Rd229 ; WB bank fr dalton(2)1/1	point569	569	368	35	10	35	22	35	0	0	0	0
	point570	570	368	35	10	35	22	35	0	0	0	0
	point571	571										
Rd230 ; EB Finlay to Dalton(2)1/1	point572	572	97	35	1	35	2	35	0	0	0	0
	point573	573	97	35	1	35	2	35	0	0	0	0
	point574	574										
Rd231 ; EB Findlay @ dalton1/1	point575	575	97	35	1	35	2	35	0	0	0	0
	point576	576										
Rd232 ; EB Findlay Dalton-Western(2)1/1	point577	577	192	35	2	35	6	35	0	0	0	0
	point578	578	192	35	2	35	6	35	0	0	0	0
	point579	579	192	35	2	35	6	35	0	0	0	0
	point580	580	192	35	2	35	6	35	0	0	0	0
	point581	581										
Rd233 ; EB Findlay Under 75(2)1/1	point582	582	269	35	3	35	8	35	0	0	0	0
	point583	583										
Rd234 ; EB Findlay fr Winchell(2)1/1	point584	584	202	35	3	35	5	35	0	0	0	0
	point585	585	202	35	3	35	5	35	0	0	0	0
	point586	586	202	35	3	35	5	35	0	0	0	0
	point587	587	202	35	3	35	5	35	0	0	0	0
	point588	588										
Rd235 ; WB Findlay to Winchell(2)1/1	point589	574	59	35	0	0	1	35	0	0	0	0
	point590	590	59	35	0	0	1	35	0	0	0	0
	point591	591	59	35	0	0	1	35	0	0	0	0
	point592	592	59	35	0	0	1	35	0	0	0	0
	point593	593										
Rd236 ; WB Findlay Winch-Western(2)1/1	point594	594	144	35	2	35	4	35	0	0	0	0
	point595	595										
Rd237 ; WB Findlay Western-On Ramp(2)1/1	point596	596	98	35	1	35	1	35	0	0	0	0
	point597	597	144	35	2	35	4	35	0	0	0	0
	point598	598										
Rd238 ; WB Findlay Western-Dalton(2)1/1	point599	599	345	35	5	35	10	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point600	600	345	35	5	35	10	35	0	0	0	0
	point601	601										
Rd239 ; WB Findlay @ Dalton(2)1/1	point602	602	29	35	0	0	1	35	0	0	0	0
	point603	603										
Rd240 ; WB Findlay fr Dalton(2)1/1	point604	604	29	35	0	0	1	35	0	0	0	0
	point605	605	29	35	0	0	1	35	0	0	0	0
	point606	606	29	35	0	0	1	35	0	0	0	0
	point607	607										
Rd241 ; SB Rt fr Western(1)1/1	point608	608	218	35	3	35	4	35	0	0	0	0
	point609	609	218	35	3	35	4	35	0	0	0	0
	point610	610	218	35	3	35	4	35	0	0	0	0
	point611	611										
Rd242 ; SB Western to Findlay(3)1/1	point612	612	218	35	3	35	4	35	0	0	0	0
	point613	613										
Rd243 ; SB Western @ Findlay(2)1/1	point614	614	320	35	4	35	6	35	0	0	0	0
	point615	615										
Rd244 ; SB Western Findlay-liberty(3)1/1	point616	616	320	35	4	35	6	35	0	0	0	0
	point617	617	320	35	4	35	6	35	0	0	0	0
	point618	618										
Rd245 ; SB Western @ liberty(3)1/1	point619	619	330	35	4	35	6	35	0	0	0	0
	point620	620										
Rd246 ; Western Liberty-On fr 75(3)1/1	point621	621	330	35	4	35	6	35	0	0	0	0
	point622	622	330	35	4	35	6	35	0	0	0	0
	point623	623	330	35	4	35	6	35	0	0	0	0
	point624	624	330	35	4	35	6	35	0	0	0	0
	point625	625	330	35	4	35	6	35	0	0	0	0
	point626	626										
Rd247 ; Western On ramp-EB Ezz(3)1/1	point627	627	330	35	4	35	6	35	0	0	0	0
	point628	628	330	35	4	35	6	35	0	0	0	0
	point629	629	330	35	4	35	6	35	0	0	0	0
	point630	630										
Rd248 ; Western Wb Ezz-Eb Ezz(3)1/1	point631	631	330	35	4	35	6	35	0	0	0	0
	point632	632										
Rd249 ; Western EB Ezz-Off to 75(3)1/1	point633	633	563	35	7	35	10	35	0	0	0	0
	point634	634										
Rd250 ; Western 75 Off-Gest(3)1/1	point635	635	223	35	3	35	4	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point636	636	223	35	3	35	4	35	0	0	0	0
	point637	637	223	35	3	35	4	35	0	0	0	0
	point638	638										
Rd251 ; Western @ Gest(3)1/1	point639	639	223	35	3	35	4	35	0	0	0	0
	point640	640										
Rd252 ; EB liberty @ dalton(2)1/1	point641	641	233	35	3	35	4	35	0	0	0	0
	point642	642										
Rd253 ; EB Liberty Dalton-Western(2)1/1	point643	643	250	35	3	35	7	35	0	0	0	0
	point644	644	250	35	3	35	7	35	0	0	0	0
	point645	645	250	35	3	35	7	35	0	0	0	0
	point646	646										
Rd254 ; EB Liberty western-winchell(3)1/1	point647	647	316	35	5	35	9	35	0	0	0	0
	point648	648	316	35	5	35	9	35	0	0	0	0
	point649	649										
Rd255 ; EB liberty fr winchell(2)1/1	point650	650	403	35	6	35	11	35	0	0	0	0
	point651	651										
Rd256 ; WB Liberty to Winchell(2)1/1	point652	652	528	35	7	35	15	35	0	0	0	0
	point653	653	301	35	4	35	6	35	0	0	0	0
	point654	654										
Rd257 ; WB liberty Winch-Western(2)1/1	point655	655	320	35	4	35	6	35	0	0	0	0
	point656	656	320	35	4	35	6	35	0	0	0	0
	point657	657	320	35	4	35	6	35	0	0	0	0
	point658	658										
Rd258 ; WB liberty western-dalton(2)1/1	point659	659	291	35	4	35	5	35	0	0	0	0
	point660	660	202	35	3	35	7	35	0	0	0	0
	point661	661										
Rd259 ; WB liberty @ Dalton(2)1/1	point662	662	291	35	4	35	5	35	0	0	0	0
	point663	663										
Rd260 ; WB Ezz Ch to Winchell(2)1/1	point664	664	336	35	5	35	9	35	0	0	0	0
	point665	665	336	35	5	35	9	35	0	0	0	0
	point666	666	336	35	5	35	9	35	0	0	0	0
	point667	667	336	35	5	35	9	35	0	0	0	0
	point668	668										
Rd 261 ; WB Ezz Ch Winch-Western(3)1/1	point669	669	58	35	1	35	1	35	0	0	0	0
	point670	670	58	35	1	35	1	35	0	0	0	0
	point671	671	58	35	1	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point672	672										
Rd262 ; WB Ezz Ch Fr Western(2)1/1	point673	673	37	35	1	35	2	35	0	0	0	0
	point674	674	37	35	1	35	2	35	0	0	0	0
	point675	675	37	35	1	35	2	35	0	0	0	0
	point676	676	37	35	1	35	2	35	0	0	0	0
	point677	677	37	35	1	35	2	35	0	0	0	0
	point678	678	37	35	1	35	2	35	0	0	0	0
	point679	679	37	35	1	35	2	35	0	0	0	0
	point680	680	37	35	1	35	2	35	0	0	0	0
	point681	681										
Rd263 ; EB Ezz Ch to western(2)1/1	point682	682	37	35	1	35	2	35	0	0	0	0
	point683	683	37	35	1	35	2	35	0	0	0	0
	point684	684	37	35	1	35	2	35	0	0	0	0
	point685	685	37	35	1	35	2	35	0	0	0	0
	point686	686	37	35	1	35	2	35	0	0	0	0
	point687	687	37	35	1	35	2	35	0	0	0	0
	point688	688	37	35	1	35	2	35	0	0	0	0
	point689	689	37	35	1	35	2	35	0	0	0	0
	point690	690	37	35	1	35	2	35	0	0	0	0
	point691	691	37	35	1	35	2	35	0	0	0	0
	point692	692										
Rd264 ; EB Ezz Ch Western-Winchell(2)1/1	point693	693	175	35	2	35	3	35	0	0	0	0
	point694	694	175	35	2	35	3	35	0	0	0	0
	point695	695	175	35	2	35	3	35	0	0	0	0
	point696	696										
Rd265 ; EB Ezz Ch Fr Winchell(2)1/1	point697	697	291	35	3	35	6	35	0	0	0	0
	point698	698	291	35	3	35	6	35	0	0	0	0
	point699	699	291	35	3	35	6	35	0	0	0	0
	point700	700										
Rd266 ; EB Mehring fr W 5th(2)1/1	point701	701	10	25	0	0	0	0	0	0	0	0
	point702	702	10	25	0	0	0	0	0	0	0	0
	point703	703	10	25	0	0	0	0	0	0	0	0
	point704	704										
Rd267 ; WB Mehring to W 5th(2)1/1	point705	705	97	25	1	25	2	25	0	0	0	0
	point706	706	97	25	1	25	2	25	0	0	0	0
	point707	707	97	25	1	25	2	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point708	708										
Rd268 ; NB Linn Gest W 6th(2)1/1	point709	709	0	0	0	0	0	0	0	0	0	0
	point710	710	0	0	0	0	0	0	0	0	0	0
	point711	711	0	0	0	0	0	0	0	0	0	0
	point712	712	0	0	0	0	0	0	0	0	0	0
	point713	713	0	0	0	0	0	0	0	0	0	0
	point714	714	0	0	0	0	0	0	0	0	0	0
	point715	715	0	0	0	0	0	0	0	0	0	0
	point716	716	0	0	0	0	0	0	0	0	0	0
	point717	717	0	0	0	0	0	0	0	0	0	0
	point718	718	0	0	0	0	0	0	0	0	0	0
	point719	719	0	0	0	0	0	0	0	0	0	0
	point720	720	0	0	0	0	0	0	0	0	0	0
	point721	721	0	0	0	0	0	0	0	0	0	0
	point722	722	0	0	0	0	0	0	0	0	0	0
	point723	723	0	0	0	0	0	0	0	0	0	0
	point724	724										
Rd269 ; NB Linn Off to 6th-On fr 6th(2)1/1	point725	725	0	0	0	0	0	0	0	0	0	0
	point726	726	0	0	0	0	0	0	0	0	0	0
	point727	727										
Rd270 ; NB Linn On fr 6th-8th(4)1/1	point728	728	350	35	9	35	21	35	0	0	0	0
	point729	729	350	35	9	35	21	35	0	0	0	0
	point730	730	350	35	9	35	21	35	0	0	0	0
	point731	731	350	35	9	35	21	35	0	0	0	0
	point732	732										
Rd271 ; NB Linn @ W 8th(4)1/1	point733	733	408	35	8	35	14	35	0	0	0	0
	point734	734										
Rd272 ; NB Linn 8th-Court(3)1/1	point735	735	408	35	8	35	14	35	0	0	0	0
	point736	736	408	35	8	35	14	35	0	0	0	0
	point737	737	408	35	8	35	14	35	0	0	0	0
	point738	738										
Rd273 ; NB Linn fr Court(2)1/1	point739	739	408	35	8	35	14	35	0	0	0	0
	point740	740	408	35	8	35	14	35	0	0	0	0
	point741	741	408	35	8	35	14	35	0	0	0	0
	point742	742										
Rd274 ; SB Linn to Court(2)1/1	point743	743	503	35	8	35	19	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point744	744	503	35	8	35	19	35	0	0	0	0
	point745	745	503	35	8	35	19	35	0	0	0	0
	point746	746										
Rd275 ; SB Linn Court-8th(2)1/1	point747	747	503	35	8	35	19	35	0	0	0	0
	point748	748	349	35	10	35	21	35	0	0	0	0
	point749	749	0	0	0	0	0	0	0	0	0	0
	point750	750										
Rd276 ; SB Linn @ W 8th(2)1/1	point751	751	605	35	18	35	27	35	0	0	0	0
	point752	752										
Rd277 ; SB Linn 8th-Dalton(4)1/1	point753	753	303	35	12	35	15	35	0	0	0	0
	point754	754	303	35	12	35	15	35	0	0	0	0
	point755	755	303	35	12	35	15	35	0	0	0	0
	point756	756	303	35	12	35	15	35	0	0	0	0
	point757	757										
Rd278 ; SB Linn @ Dalton(4)1/1	point758	758	1097	35	33	35	50	35	0	0	0	0
	point759	759										
Rd279 ; SB Linn Dalton-6th (3)1/1	point760	760	0	0	0	0	0	0	0	0	0	0
	point761	761	0	0	0	0	0	0	0	0	0	0
	point762	762										
Rd280 ; SB Linn 6th-5th(2)1/1	point763	763	465	35	14	35	21	35	0	0	0	0
	point764	764	465	35	14	35	21	35	0	0	0	0
	point765	765	465	35	14	35	21	35	0	0	0	0
	point766	766										
Rd281 ; SB Linn 5th-Gest(2)1/1	point767	767	0	0	0	0	0	0	0	0	0	0
	point768	768	0	0	0	0	0	0	0	0	0	0
	point769	769	0	0	0	0	0	0	0	0	0	0
	point770	770	0	0	0	0	0	0	0	0	0	0
	point771	771	0	0	0	0	0	0	0	0	0	0
	point772	772	0	0	0	0	0	0	0	0	0	0
	point773	773	0	0	0	0	0	0	0	0	0	0
	point774	774	0	0	0	0	0	0	0	0	0	0
	point775	775	0	0	0	0	0	0	0	0	0	0
	point776	776	0	0	0	0	0	0	0	0	0	0
	point777	777										
Rd282 ; W 6th Linn-Ramp(2)1/1	point778	778	786	35	10	35	15	35	0	0	0	0
	point779	779										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd283 ; EB 6th On Ramp(2)1/1	point780	780	0	0	0	0	0	0	0	0	0	0
	point781	781	0	0	0	0	0	0	0	0	0	0
	point782	782	0	0	0	0	0	0	0	0	0	0
	point783	783										
Rd 284 ; EB 6th On Ramp(1)1/1	point784	784	0	0	0	0	0	0	0	0	0	0
	point785	785	0	0	0	0	0	0	0	0	0	0
	point786	786	0	0	0	0	0	0	0	0	0	0
	point787	787	0	0	0	0	0	0	0	0	0	0
	point788	788										
Rd285 ; WB Off to linn Fr 6th(1)1/1	point789	789	0	0	0	0	0	0	0	0	0	0
	point790	790	0	0	0	0	0	0	0	0	0	0
	point791	791	0	0	0	0	0	0	0	0	0	0
	point792	792										
Rd286 ; WB Off to linn fr 6th(3)1/1	point793	793	0	0	0	0	0	0	0	0	0	0
	point794	794										
Rd287 ; NB 42/127 to 2nd(2)1/1	point795	795	372	35	11	35	17	35	0	0	0	0
	point796	796	372	35	11	35	17	35	0	0	0	0
	point797	797	372	35	11	35	17	35	0	0	0	0
	point798	798										
Rd288 ; EB 3rd @ Smith(2)1/1	point799	799	167	35	5	35	8	35	0	0	0	0
	point800	800										
Rd289 ; NB Smith 2nd-3rd(2)1/1	point801	801	372	35	11	35	17	35	0	0	0	0
	point802	802	372	35	11	35	17	35	0	0	0	0
	point803	803										
Rd290 ; SB Smith 3rd-2nd(1)1/1	point804	804	1023	35	31	35	46	35	0	0	0	0
	point805	805	1023	35	31	35	0	35	0	0	0	0
	point806	806										
Rd291 ; SB 42/127 fr 2nd(1)1/1	point807	807	1023	35	31	35	46	35	0	0	0	0
	point808	808	1023	35	31	35	46	35	0	0	0	0
	point809	809	1023	35	31	35	46	35	0	0	0	0
	point810	810										
Rd296;WB Mehring Way to Pete Rose(2)1/1	point811	811	97	25	1	25	2	25	0	0	0	0
	point812	812	97	25	1	25	2	25	0	0	0	0
	point813	813	97	25	1	25	2	25	0	0	0	0
	point814	814	97	25	1	25	2	25	0	0	0	0
	point815	815	97	25	1	25	2	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point816	816	97	25	1	25	2	25	0	0	0	0
	point817	817										
Rd297; WB Mehring @ Pete Rose(2)1/1	point818	818	97	25	1	25	2	25	0	0	0	0
	point819	819										
Rd298; SB Spr @ Low Western(2)1/1	point820	820	1009	35	12	35	19	35	0	0	0	0
	point821	821										
Rd300; NB 71 Br-On Fr CD1/1	point822	822	2190	55	19	55	152	55	0	0	0	0
	point823	823	2190	55	19	55	152	55	0	0	0	0
	point824	824	2190	55	19	55	152	55	0	0	0	0
	point825	825	2190	55	19	55	152	55	0	0	0	0
	point826	826	2190	55	19	55	152	55	0	0	0	0
	point827	827	2190	55	19	55	152	55	0	0	0	0
	point828	828	2190	55	19	55	152	55	0	0	0	0
	point829	829	2190	55	19	55	152	55	0	0	0	0
	point830	830	2190	55	19	55	152	55	0	0	0	0
	point831	831	2190	55	19	55	152	55	0	0	0	0
	point832	832	2190	55	19	55	152	55	0	0	0	0
	point833	833	2190	55	19	55	152	55	0	0	0	0
	point834	834	2190	55	19	55	152	55	0	0	0	0
	point835	835	2190	55	19	55	152	55	0	0	0	0
	point836	836	2190	55	19	55	152	55	0	0	0	0
	point837	837	2190	55	19	55	152	55	0	0	0	0
	point838	838	2190	55	19	55	152	55	0	0	0	0
	point839	839	2190	55	19	55	152	55	0	0	0	0
	point840	840										
Rd301; NB 75 On fr CD-EB 71(2)1/1	point841	841	4361	55	38	55	303	55	0	0	0	0
	point842	842	4361	55	38	55	303	55	0	0	0	0
	point843	843	4361	55	38	55	303	55	0	0	0	0
	point844	844										
Rd302 ; NB CD Under 75 (BR)(2)1/1	point845	845	2130	35	64	35	96	35	0	0	0	0
	point846	846	2130	35	64	35	96	35	0	0	0	0
	point847	847										
Rd303; NB Off fr CD(1)1/1	point848	848	660	35	20	35	30	35	0	0	0	0
	point849	849	660	35	20	35	30	35	0	0	0	0
	point850	850	660	35	20	35	30	35	0	0	0	0
	point851	851	660	35	20	35	30	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point852	852	660	35	20	35	30	35	0	0	0	0
	point853	853	660	35	20	35	30	35	0	0	0	0
	point854	854										
Rd304; NB Off fr CD(2)1/1	point855	855	660	35	20	35	30	35	0	0	0	0
	point856	856	660	35	20	35	30	35	0	0	0	0
	point857	857										
Rd305; NB On fr CD(1)1/1	point858	858	260	35	8	35	12	35	0	0	0	0
	point859	859	260	35	8	35	12	35	0	0	0	0
	point860	860	260	35	8	35	12	35	0	0	0	0
	point861	861	260	35	8	35	12	35	0	0	0	0
	point862	862	260	35	8	35	12	35	0	0	0	0
	point863	863	260	35	8	35	12	35	0	0	0	0
	point864	864	260	35	8	35	12	35	0	0	0	0
	point865	865	260	35	8	35	12	35	0	0	0	0
	point866	866										
Rd306; NB CD fr Under 75(2)1/1	point867	867	1469	35	44	35	66	35	0	0	0	0
	point868	868	1469	35	44	35	66	35	0	0	0	0
	point869	869	1469	35	44	35	66	35	0	0	0	0
	point870	870	1469	35	44	35	66	35	0	0	0	0
	point871	871	1469	35	44	35	66	35	0	0	0	0
	point872	872										
Rd307; NB CD to Off to W5th(31/1	point873	873	1209	35	36	35	55	35	0	0	0	0
	point874	874										
Rd308; NB CD to Off to W6th(2)1/1	point875	875	1209	35	36	35	55	35	0	0	0	0
	point876	876	1209	35	36	35	55	35	0	0	0	0
	point877	877	1209	35	36	35	55	35	0	0	0	0
	point878	878	1209	35	36	35	55	35	0	0	0	0
	point879	879										
Rd309; NB CD to CDunder w8th(1)1/1	point880	880	437	35	13	35	20	35	0	0	0	0
	point881	881	437	35	13	35	20	35	0	0	0	0
	point882	882	437	35	13	35	20	35	0	0	0	0
	point883	883	437	35	13	35	20	35	0	0	0	0
	point884	884	437	35	13	35	20	35	0	0	0	0
	point885	885	437	35	13	35	20	35	0	0	0	0
	point886	886	437	35	13	35	20	35	0	0	0	0
	point887	887	437	35	13	35	20	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point888	888	437	35	13	35	20	35	0	0	0	0
	point889	889	437	35	13	35	20	35	0	0	0	0
	point890	890	437	35	13	35	20	35	0	0	0	0
	point891	891	437	35	13	35	20	35	0	0	0	0
	point892	892	437	35	13	35	20	35	0	0	0	0
	point893	893	437	35	13	35	20	35	0	0	0	0
	point894	894	437	35	13	35	20	35	0	0	0	0
	point895	895	437	35	13	35	20	35	0	0	0	0
	point896	896	437	35	13	35	20	35	0	0	0	0
	point897	897										
Rd310 ; NB CD to 75 On(3)1/1	point898	898	3385	35	42	35	63	35	0	0	0	0
	point899	899	3385	35	42	35	63	35	0	0	0	0
	point900	900	3385	35	42	35	63	35	0	0	0	0
	point901	901	3385	35	42	35	63	35	0	0	0	0
	point902	902	3385	35	42	35	63	35	0	0	0	0
	point903	903	3385	35	42	35	63	35	0	0	0	0
	point904	904										
Rd311; Off fr NB CD to 75(2)1/1	point905	905	3185	55	36	55	49	55	0	0	0	0
	point906	906	3185	55	36	55	49	55	0	0	0	0
	point907	907	3185	55	36	55	49	55	0	0	0	0
	point908	908	3185	55	36	55	49	55	0	0	0	0
	point909	909	3185	55	36	55	49	55	0	0	0	0
	point910	910	3185	55	36	55	49	55	0	0	0	0
	point911	911	3185	55	36	55	49	55	0	0	0	0
	point912	912										
R312; NB off fr Cd to EB 5th(1)1/1	point913	913	260	35	8	35	12	35	0	0	0	0
	point914	914	260	35	8	35	12	35	0	0	0	0
	point915	915	260	35	8	35	12	35	0	0	0	0
	point916	916	260	35	8	35	12	35	0	0	0	0
	point917	917	260	35	8	35	12	35	0	0	0	0
	point918	918	260	35	8	35	12	35	0	0	0	0
	point919	919	260	35	8	35	12	35	0	0	0	0
	point920	920	260	35	8	35	12	35	0	0	0	0
	point921	921										
Rd313; NB off fr Cd to EB 5th(2)1/1	point922	922	260	35	8	35	12	35	0	0	0	0
	point923	923	260	35	8	35	12	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point924	924	260	35	8	35	12	35	0	0	0	0
	point925	925	260	35	8	35	12	35	0	0	0	0
	point926	926	260	35	8	35	12	35	0	0	0	0
	point927	927	260	35	8	35	12	35	0	0	0	0
	point928	928	260	35	8	35	12	35	0	0	0	0
	point929	929	260	35	8	35	12	35	0	0	0	0
	point930	930	260	35	8	35	12	35	0	0	0	0
	point931	931										
Rd314; NB Ramp CD-WB 6th(1)1/1	point932	932	772	35	23	35	35	35	0	0	0	0
	point933	933	772	35	23	35	35	35	0	0	0	0
	point934	934	772	35	23	35	35	35	0	0	0	0
	point935	935	772	35	23	35	35	35	0	0	0	0
	point936	936	772	35	23	35	35	35	0	0	0	0
	point937	937	772	35	23	35	35	35	0	0	0	0
	point938	938	772	35	23	35	35	35	0	0	0	0
	point939	939	772	35	23	35	35	35	0	0	0	0
	point940	940	772	35	23	35	35	35	0	0	0	0
	point941	941	772	35	23	35	35	35	0	0	0	0
	point942	942	772	35	23	35	35	35	0	0	0	0
	point943	943	772	35	23	35	35	35	0	0	0	0
	point944	944	772	35	23	35	35	35	0	0	0	0
	point945	945	772	35	23	35	35	35	0	0	0	0
	point946	946	772	35	23	35	35	35	0	0	0	0
	point947	947	772	35	23	35	35	35	0	0	0	0
	point948	948										
Rd315; NB Off fr Cd to 2nd St(1)1/1	point949	949	400	35	12	35	18	35	0	0	0	0
	point950	950	400	35	12	35	18	35	0	0	0	0
	point951	951	400	35	12	35	18	35	0	0	0	0
	point952	952	400	35	12	35	18	35	0	0	0	0
	point953	953	400	35	12	35	18	35	0	0	0	0
	point954	954	400	35	12	35	18	35	0	0	0	0
	point955	955	400	35	12	35	18	35	0	0	0	0
	point956	956	400	35	12	35	18	35	0	0	0	0
	point957	957	400	35	12	35	18	35	0	0	0	0
	point958	958	400	35	12	35	18	35	0	0	0	0
	point959	959	400	35	12	35	18	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point960	960										
Rd316; On fr CD to Winchell(1)1/1	point961	961	200	35	6	35	14	35	0	0	0	0
	point962	962	200	35	6	35	14	35	0	0	0	0
	point963	963	200	35	6	35	14	35	0	0	0	0
	point964	964	200	35	6	35	14	35	0	0	0	0
	point965	965	200	35	6	35	14	35	0	0	0	0
	point966	966	200	35	6	35	14	35	0	0	0	0
	point967	967	200	35	6	35	14	35	0	0	0	0
	point968	968	200	35	6	35	14	35	0	0	0	0
	point969	969	200	35	6	35	14	35	0	0	0	0
	point970	970	200	35	6	35	14	35	0	0	0	0
	point971	971	200	35	6	35	14	35	0	0	0	0
	point972	972										
Rd317; Ramp fr Freeman to Winch(2)1/1	point973	973	922	35	11	35	17	35	0	0	0	0
	point974	974	922	35	11	35	17	35	0	0	0	0
	point975	975	922	35	11	35	17	35	0	0	0	0
	point976	976										
Rd318; Ramp Free-WB Ezz Ch(1)1/1	point977	977	710	35	9	35	21	35	0	0	0	0
	point978	978	710	35	9	35	21	35	0	0	0	0
	point979	979	710	35	9	35	21	35	0	0	0	0
	point980	980	710	35	9	35	21	35	0	0	0	0
	point981	981	710	35	9	35	21	35	0	0	0	0
	point982	982	710	35	9	35	21	35	0	0	0	0
	point983	983	710	35	9	35	21	35	0	0	0	0
	point984	984	710	35	9	35	21	35	0	0	0	0
	point985	985	710	35	9	35	21	35	0	0	0	0
	point986	986	710	35	9	35	21	35	0	0	0	0
	point987	987	710	35	9	35	21	35	0	0	0	0
	point988	988	710	35	9	35	21	35	0	0	0	0
	point989	989	710	35	9	35	21	35	0	0	0	0
	point990	990										
Rd319; Ramp Free to Winch(1)1/1	point991	991	18	35	1	35	1	35	0	0	0	0
	point992	992	18	35	1	35	1	35	0	0	0	0
	point993	993	18	35	1	35	1	35	0	0	0	0
	point994	994	18	35	1	35	1	35	0	0	0	0
	point995	995	18	35	1	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point996	996	18	35	1	35	1	35	0	0	0	0
	point997	997	18	35	1	35	1	35	0	0	0	0
	point998	998	18	35	1	35	1	35	0	0	0	0
	point999	999	18	35	1	35	1	35	0	0	0	0
	point1000	1000	18	35	1	35	1	35	0	0	0	0
	point1001	1001										
Rd320; Ramp fr 6th St to Winch(1)1/1	point1002	1002	149	35	4	35	7	35	0	0	0	0
	point1003	1003	149	35	4	35	7	35	0	0	0	0
	point1004	1004	149	35	4	35	7	35	0	0	0	0
	point1005	1005	149	35	4	35	7	35	0	0	0	0
	point1006	1006	149	35	4	35	7	35	0	0	0	0
	point1007	1007	149	35	4	35	7	35	0	0	0	0
	point1008	1008	149	35	4	35	7	35	0	0	0	0
	point1009	1009	149	35	4	35	7	35	0	0	0	0
	point1010	1010	149	35	4	35	7	35	0	0	0	0
	point1011	1011	149	35	4	35	7	35	0	0	0	0
	point1012	1012	149	35	4	35	7	35	0	0	0	0
	point1013	1013	149	35	4	35	7	35	0	0	0	0
	point1014	1014										
Rd321; Ramp 9th to Winch(1)1/1	point1015	1015	200	35	6	35	14	35	0	0	0	0
	point1016	1016	200	35	6	35	14	35	0	0	0	0
	point1017	1017	200	35	6	35	14	35	0	0	0	0
	point1018	1018	200	35	6	35	14	35	0	0	0	0
	point1019	1019	200	35	6	35	14	35	0	0	0	0
	point1020	1020	200	35	6	35	14	35	0	0	0	0
	point1021	1021	200	35	6	35	14	35	0	0	0	0
	point1022	1022	200	35	6	35	14	35	0	0	0	0
	point1023	1023	200	35	6	35	14	35	0	0	0	0
	point1024	1024	200	35	6	35	14	35	0	0	0	0
	point1025	1025										
Rd322; Ramp 6th+9th to Winch(2)1/1	point1026	1026	349	35	10	35	21	35	0	0	0	0
	point1027	1027	349	35	10	35	21	35	0	0	0	0
	point1028	1028										
Rd323; Ramp 6th+9th to Winch(1)1/1	point1029	1029	349	35	10	35	21	35	0	0	0	0
	point1030	1030	349	35	10	35	21	35	0	0	0	0
	point1031	1031	349	35	10	35	21	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1032	1032	349	35	10	35	21	35	0	0	0	0
	point1033	1033	349	35	10	35	21	35	0	0	0	0
	point1034	1034	349	35	10	35	21	35	0	0	0	0
	point1035	1035	349	35	10	35	21	35	0	0	0	0
	point1036	1036	349	35	10	35	21	35	0	0	0	0
	point1037	1037	349	35	10	35	21	35	0	0	0	0
	point1038	1038	349	35	10	35	21	35	0	0	0	0
	point1039	1039										
Rd324; NB Winch 6th on-Free On(2)1/1	point1040	1040	364	35	11	35	25	35	0	0	0	0
	point1041	1041										
Rd325; ramp 4th to NB CD(2)1/1	point2024	2024	1404	35	42	35	63	35	0	0	0	0
	point1043	1043	1404	35	42	35	63	35	0	0	0	0
	point1044	1044	1404	35	42	35	63	35	0	0	0	0
	point1045	1045	1404	35	42	35	63	35	0	0	0	0
	point1046	1046	1404	35	42	35	63	35	0	0	0	0
	point1047	1047	1404	35	42	35	63	35	0	0	0	0
	point1048	1048	1404	35	42	35	63	35	0	0	0	0
	point1049	0 4	1404	35	42	35	63	35	0	0	0	0
	point1050	1050	1404	35	42	35	63	35	0	0	0	0
	point1051	1051	1404	35	42	35	63	35	0	0	0	0
	point1052	1052	1404	35	42	35	63	35	0	0	0	0
	point1053	1053	1404	35	42	35	63	35	0	0	0	0
	point1054	1054	1404	35	42	35	63	35	0	0	0	0
	point1055	1055	1404	35	42	35	63	35	0	0	0	0
	point1056	1056	1404	35	42	35	63	35	0	0	0	0
	point1057	1057	1404	35	42	35	63	35	0	0	0	0
	point1058	1058	1404	35	42	35	63	35	0	0	0	0
	point1059	1059	1404	35	42	35	63	35	0	0	0	0
	point1060	1060	1404	35	42	35	63	35	0	0	0	0
	point1061	1061										
Rd326; Ramp WB 71-NB CD(1)1/1	point1062	1062	2809	35	85	35	127	35	0	0	0	0
	point1063	1063	2809	35	85	35	127	35	0	0	0	0
	point1064	1064	2809	35	85	35	127	35	0	0	0	0
	point1065	1065	2809	35	85	35	127	35	0	0	0	0
	point1066	1066	2809	35	85	35	127	35	0	0	0	0
	point1067	1067	2809	35	85	35	127	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1068	1068										
Rd328; BN Ramp 71-CD + 6th(2)1/1	point1069	1069	2881	35	36	35	53	35	0	0	0	0
	point1070	1070	2881	35	36	35	53	35	0	0	0	0
	point1071	1071	2881	35	36	35	53	35	0	0	0	0
	point1072	1072										
Rd329 ; Ramp wb 71-NB CD(1)1/1	point1073	1073	1465	35	18	35	27	35	0	0	0	0
	point1074	1074	1465	35	18	35	27	35	0	0	0	0
	point1075	1075	1465	35	18	35	27	35	0	0	0	0
	point1076	1076	1465	35	18	35	27	35	0	0	0	0
	point1077	1077	1465	35	18	35	27	35	0	0	0	0
	point1078	1078	1465	35	18	35	27	35	0	0	0	0
	point1079	1079	1465	35	18	35	27	35	0	0	0	0
	point1080	1080	1465	35	18	35	27	35	0	0	0	0
	point1081	1081	1465	35	18	35	27	35	0	0	0	0
	point1082	1082	1465	35	18	35	27	35	0	0	0	0
	point1083	1083	1465	35	18	35	27	35	0	0	0	0
	point1084	1084	1465	35	18	35	27	35	0	0	0	0
	point1085	1085	1465	35	18	35	27	35	0	0	0	0
	point1086	1086	1465	35	18	35	27	35	0	0	0	0
	point1087	1087	1465	35	18	35	27	35	0	0	0	0
	point1088	1088	1465	35	18	35	27	35	0	0	0	0
	point1089	1089	1465	35	18	35	27	35	0	0	0	0
	point1090	1090	1465	35	18	35	27	35	0	0	0	0
	point1091	1091	1465	35	18	35	27	35	0	0	0	0
	point1092	1092	1465	35	18	35	27	35	0	0	0	0
	point1093	1093										
Rd330; Ramp WB 71-6th + Gest(1)1/1	point1094	1094	1358	35	41	35	61	35	0	0	0	0
	point1095	1095	1358	35	41	35	61	35	0	0	0	0
	point1096	1096	1358	35	41	35	61	35	0	0	0	0
	point1097	1097	1358	35	41	35	61	35	0	0	0	0
	point1098	1098	1358	35	41	35	61	35	0	0	0	0
	point1099	1099	1358	35	41	35	61	35	0	0	0	0
	point1100	1100	1358	35	41	35	61	35	0	0	0	0
	point1101	1101	1358	35	41	35	61	35	0	0	0	0
	point1102	1102	1358	35	41	35	61	35	0	0	0	0
	point1103	1103	1358	35	41	35	61	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1104	1104	1358	35	41	35	61	35	0	0	0	0
	point1105	1105	1358	35	41	35	61	35	0	0	0	0
	point1106	1106	1358	35	41	35	61	35	0	0	0	0
	point1107	1107	1358	35	41	35	61	35	0	0	0	0
	point1108	1108	1358	35	41	35	61	35	0	0	0	0
	point1109	1109	1358	35	41	35	61	35	0	0	0	0
	point1110	1110	1358	35	41	35	61	35	0	0	0	0
	point1111	1111	1358	35	41	35	61	35	0	0	0	0
	point1112	1112	1358	35	41	35	61	35	0	0	0	0
	point1113	1113										
Rdy332; Ramp WB 71 to 6th(1)1/1	point1114	1114	2997	35	37	35	56	35	0	0	0	0
	point1115	1115	2997	35	37	35	56	35	0	0	0	0
	point1116	1116	2997	35	37	35	56	35	0	0	0	0
	point1117	1117	2997	35	37	35	56	35	0	0	0	0
	point1118	1118	2997	35	37	35	56	35	0	0	0	0
	point1119	1119	2997	35	37	35	56	35	0	0	0	0
	point1120	1120	2997	35	37	35	56	35	0	0	0	0
	point1121	1121										
Rd333; Ramp WB 71 to Gest(1)1/1	point1122	1122	400	35	12	35	18	35	0	0	0	0
	point1123	1123	400	35	12	35	18	35	0	0	0	0
	point1124	1124	400	35	12	35	18	35	0	0	0	0
	point1125	1125	400	35	12	35	18	35	0	0	0	0
	point1126	1126	400	35	12	35	18	35	0	0	0	0
	point1127	1127	400	35	12	35	18	35	0	0	0	0
	point1128	1128	400	35	12	35	18	35	0	0	0	0
	point1129	1129										
Rd334; NB 75 (new) lower (3)1/1	point1130	1130	3560	55	44	55	352	55	0	0	0	0
	point1131	1131	3560	55	44	55	352	55	0	0	0	0
	point1132	1132	3560	55	44	55	352	55	0	0	0	0
	point1133	1133	3560	55	44	55	352	55	0	0	0	0
	point1134	1134	3560	55	44	55	352	55	0	0	0	0
	point1135	1135	3560	55	44	55	352	55	0	0	0	0
	point1136	1136	3560	55	44	55	352	55	0	0	0	0
	point1137	1137	3560	55	44	55	352	55	0	0	0	0
	point1138	1138	3560	55	44	55	352	55	0	0	0	0
	point1139	1139	3560	55	44	55	352	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1140	1140	3560	55	44	55	352	55	0	0	0	0
	point1141	1141	3560	55	44	55	352	55	0	0	0	0
	point1142	1142	3560	55	44	55	352	55	0	0	0	0
	point1143	1143	3560	55	44	55	352	55	0	0	0	0
	point1144	1144	3560	55	44	55	352	55	0	0	0	0
	point1145	1145	3560	55	44	55	352	55	0	0	0	0
	point1146	1146	3560	55	44	55	352	55	0	0	0	0
	point1147	1147	3560	55	44	55	352	55	0	0	0	0
	point1148	1148	3560	55	44	55	352	55	0	0	0	0
	point1149	1149	3560	55	44	55	352	55	0	0	0	0
	point1150	1150	3560	55	44	55	352	55	0	0	0	0
	point1151	1151	3560	55	44	55	352	55	0	0	0	0
	point1152	1152	3560	55	44	55	352	55	0	0	0	0
	point1153	1153	3560	55	44	55	352	55	0	0	0	0
	point1154	1154										
Rd335; NB 75 to On Fr CD(3)1/1	point1155	1155	3005	55	48	55	147	55	0	0	0	0
	point1156	1156	3005	55	48	55	147	55	0	0	0	0
	point1157	1157	3005	55	48	55	147	55	0	0	0	0
	point1158	1158	3005	55	48	55	147	55	0	0	0	0
	point1159	1159	3005	55	48	55	147	55	0	0	0	0
	point1160	1160	3005	55	48	55	147	55	0	0	0	0
	point1161	1161	3005	55	48	55	147	55	0	0	0	0
	point1162	1162	3005	55	48	55	147	55	0	0	0	0
	point1163	1163	3005	55	48	55	147	55	0	0	0	0
	point1164	1164	3005	55	48	55	147	55	0	0	0	0
	point1165	1165	3005	55	48	55	147	55	0	0	0	0
	point1166	1166	3005	55	48	55	147	55	0	0	0	0
	point1167	1167	3005	55	48	55	147	55	0	0	0	0
	point1168	1168										
Rd337; NB 75 5lane-Western Off(6)1/1	point1169	1169	6713	55	85	55	202	55	0	0	0	0
	point1170	1170	6713	55	85	55	202	55	0	0	0	0
	point1171	1171	6713	55	85	55	202	55	0	0	0	0
	point1172	1172										
Rd338; NB 75 Western Off-Winc On(5)1/1	point1173	1173	6713	55	85	55	202	55	0	0	0	0
	point1174	1174	6713	55	85	55	202	55	0	0	0	0
	point1175	1175	6713	55	85	55	202	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1176	1176	6713	55	85	55	202	55	0	0	0	0
	point1177	1177	6713	55	85	55	202	55	0	0	0	0
	point1178	1178	6713	55	85	55	202	55	0	0	0	0
	point1179	1179	6713	55	85	55	202	55	0	0	0	0
	point1180	1180	6713	55	85	55	202	55	0	0	0	0
	point1181	1181	6713	55	85	55	202	55	0	0	0	0
	point1182	1182										
Rd339; NB 75 Winc On-West On(5)1/1	point1183	1183	6713	55	85	55	202	55	0	0	0	0
	point1184	1184	6713	55	85	55	202	55	0	0	0	0
	point1185	1185	6713	55	85	55	202	55	0	0	0	0
	point1186	1186	6713	55	85	55	202	55	0	0	0	0
	point1187	1187	6713	55	85	55	202	55	0	0	0	0
	point1188	1188	6713	55	85	55	202	55	0	0	0	0
	point1189	1189	6713	55	85	55	202	55	0	0	0	0
	point1190	1190										
Rd340; NB 75 Fr Western On(5)1/1	point1191	1191	8158	55	99	55	233	55	0	0	0	0
	point1192	1192	8158	55	99	55	233	55	0	0	0	0
	point1193	1193	8158	55	99	55	233	55	0	0	0	0
	point1194	1194	8158	55	99	55	233	55	0	0	0	0
	point1195	1195	8158	55	99	55	233	55	0	0	0	0
	point1196	1196	8158	55	99	55	233	55	0	0	0	0
	point1197	1197										
Rd341; On Ramp to 75 fr W 3rd(1)1/1	point1198	1198	456	35	14	35	21	35	0	0	0	0
	point1199	1199	456	35	14	35	21	35	0	0	0	0
	point1200	1200	456	35	14	35	21	35	0	0	0	0
	point1201	1201	456	35	14	35	21	35	0	0	0	0
	point1202	1202	456	35	14	35	21	35	0	0	0	0
	point1203	1203	456	35	14	35	21	35	0	0	0	0
	point1204	1204	456	35	14	35	21	35	0	0	0	0
	point1205	1205	456	35	14	35	21	35	0	0	0	0
	point1206	1206	456	35	14	35	21	35	0	0	0	0
	point1207	1207	456	35	14	35	21	35	0	0	0	0
	point1208	1208	456	35	14	35	21	35	0	0	0	0
	point1209	1209	456	35	14	35	21	35	0	0	0	0
	point1210	1210	456	35	14	35	21	35	0	0	0	0
	point1211	1211	456	35	14	35	21	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1212	1212	456	35	14	35	21	35	0	0	0	0
	point1213	1213	456	35	14	35	21	35	0	0	0	0
	point1214	1214	456	35	14	35	21	35	0	0	0	0
	point1215	1215										
Rd342; BN Off Fr 75 to WHV(1)1/1	point1216	1216	737	35	8	35	15	35	0	0	0	0
	point1217	1217	737	35	8	35	15	35	0	0	0	0
	point1218	1218	737	35	8	35	15	35	0	0	0	0
	point1219	1219	737	35	8	35	15	35	0	0	0	0
	point1220	1220	737	35	8	35	15	35	0	0	0	0
	point1221	1221	737	35	8	35	15	35	0	0	0	0
	point1222	1222	737	35	8	35	15	35	0	0	0	0
	point1223	1223	737	35	8	35	15	35	0	0	0	0
	point1224	1224	737	35	8	35	15	35	0	0	0	0
	point1225	1225	737	35	8	35	15	35	0	0	0	0
	point1226	1226	737	35	8	35	15	35	0	0	0	0
	point1227	1227										
Rd348 ; NB On Fr Western(1)1/1	point1228	1228	1445	35	14	35	31	35	0	0	0	0
	point1229	1229	1445	35	14	35	31	35	0	0	0	0
	point1230	1230	1445	35	14	35	31	35	0	0	0	0
	point1231	1231	1445	35	14	35	31	35	0	0	0	0
	point1232	1232	1445	35	14	35	31	35	0	0	0	0
	point1233	1233	1445	35	14	35	31	35	0	0	0	0
	point1234	1234	1445	35	14	35	31	35	0	0	0	0
	point1235	1235	1445	35	14	35	31	35	0	0	0	0
	point1236	1236	1445	35	14	35	31	35	0	0	0	0
	point1237	1237	1445	35	14	35	31	35	0	0	0	0
	point1238	1238										
Rd349 ; SB 75 to Off ramp(6)1/1	point1239	1239	7942	55	171	55	418	55	0	0	0	0
	point1240	1240	7942	55	171	55	418	55	0	0	0	0
	point1241	1241	7942	55	171	55	418	55	0	0	0	0
	point1242	1242	7942	55	171	55	418	55	0	0	0	0
	point1244	1244	7942	55	171	55	418	55	0	0	0	0
	point1245	1245	7942	55	171	55	418	55	0	0	0	0
	point1246	1246										
Rd350 ; SB 75 fr Off-On fr western(5)1/1	point1247	1247	6389	55	132	55	340	55	0	0	0	0
	point1248	1248	6389	55	132	55	340	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1249	1249	6389	55	132	55	340	55	0	0	0	0
	point1250	1250	6389	55	132	55	340	55	0	0	0	0
	point1251	1251	6389	55	132	55	340	55	0	0	0	0
	point1252	1252	6389	55	132	55	340	55	0	0	0	0
	point1253	1253	6389	55	132	55	340	55	0	0	0	0
	point1254	1254	6389	55	132	55	340	55	0	0	0	0
	point1255	1255	6389	55	132	55	340	55	0	0	0	0
	point1256	1256	6389	55	132	55	340	55	0	0	0	0
	point1257	1257	6389	55	132	55	340	55	0	0	0	0
	point1258	1258	6389	55	132	55	340	55	0	0	0	0
	point1259	1259	6389	55	132	55	340	55	0	0	0	0
	point1260	1260	6389	55	132	55	340	55	0	0	0	0
	point1261	1261	6389	55	132	55	340	55	0	0	0	0
	point1262	1262	6389	55	132	55	340	55	0	0	0	0
	point1263	1263	6389	55	132	55	340	55	0	0	0	0
	point1264	1264	6389	55	132	55	340	55	0	0	0	0
	point1265	1265										
Rd351; SB 75 West On-Free Of(6)1/1	point1266	1266	6733	55	150	55	354	55	0	0	0	0
	point1267	1267	6733	55	150	55	354	55	0	0	0	0
	point1268	1268	6733	55	150	55	354	55	0	0	0	0
	point1269	1269	6733	55	150	55	354	55	0	0	0	0
	point1270	1270	6733	55	150	55	354	55	0	0	0	0
	point1271	1271	6733	55	150	55	354	55	0	0	0	0
	point1272	1272	6733	55	150	55	354	55	0	0	0	0
	point1273	1273	6733	55	150	55	354	55	0	0	0	0
	point1274	1274	6733	55	150	55	354	55	0	0	0	0
	point1275	1275	6733	55	150	55	354	55	0	0	0	0
	point1276	1276	6733	55	150	55	354	55	0	0	0	0
	point1277	1277	6733	55	150	55	354	55	0	0	0	0
	point1278	1278										
Rd352; SB 75 Free Off-CD Off(6)1/1	point1279	1279	6408	55	71	55	570	55	71	55	0	0
	point1280	1280										
Rd353; SB 75 Fr Free Off(3)1/1	point1281	1281	3634	55	32	55	253	55	0	0	0	0
	point1282	1282	3634	55	32	55	253	55	0	0	0	0
	point1283	1283	3634	55	32	55	253	55	0	0	0	0
	point1284	1284	3634	55	32	55	253	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1285	0	3634	55	32	55	253	55	0	0	0	0
	point1286	1286	3634	55	32	55	253	55	0	0	0	0
	point1287	1287	3634	55	32	55	253	55	0	0	0	0
	point1288	1288	3634	55	32	55	253	55	0	0	0	0
	point1289	1289	3634	55	32	55	253	55	0	0	0	0
	point1290	1290	3634	55	32	55	253	55	0	0	0	0
	point1291	1291	3634	55	32	55	253	55	0	0	0	0
	point1292	1292	3634	55	32	55	253	55	0	0	0	0
	point1293	1293	3634	55	32	55	253	55	0	0	0	0
	point1294	1294	3634	55	32	55	253	55	0	0	0	0
	point1295	1295	3634	55	32	55	253	55	0	0	0	0
	point1296	1296	3634	55	32	55	253	55	0	0	0	0
	point1297	1297	3634	55	32	55	253	55	0	0	0	0
	point1298	1298	3634	55	32	55	253	55	0	0	0	0
	point1299	1299	3634	55	32	55	253	55	0	0	0	0
	point1300	1300	3634	55	32	55	253	55	0	0	0	0
	point1301	1301	3634	55	32	55	253	55	0	0	0	0
	point1302	1302										
Rd355 ; SB 75 fr Off to EB 71(3)1/1	point1303	1303	2430	55	30	55	240	55	0	0	0	0
	point1304	1304	2430	55	30	55	240	55	0	0	0	0
	point1305	1305	2430	55	30	55	240	55	0	0	0	0
	point1306	1306	2430	55	30	55	240	55	0	0	0	0
	point1307	1307	2430	55	30	55	240	55	0	0	0	0
	point1308	1308	2430	55	30	55	240	55	0	0	0	0
	point1309	1309	2430	55	30	55	240	55	0	0	0	0
	point1310	1310	2430	55	30	55	240	55	0	0	0	0
	point1311	1311	2430	55	30	55	240	55	0	0	0	0
	point1312	1312	2430	55	30	55	240	55	0	0	0	0
	point1313	1313	2430	55	30	55	240	55	0	0	0	0
	point1314	1314	2430	55	30	55	240	55	0	0	0	0
	point1315	1315	2430	55	30	55	240	55	0	0	0	0
	point1316	1316	2430	55	30	55	240	55	0	0	0	0
	point1317	1317	2430	55	30	55	240	55	0	0	0	0
	point1318	1318	2430	55	30	55	240	55	0	0	0	0
	point1319	1319	2430	55	30	55	240	55	0	0	0	0
	point1320	1320	2430	55	30	55	240	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1321	1321	2430	55	30	55	240	55	0	0	0	0
	point1322	1322	2430	55	30	55	240	55	0	0	0	0
	point1323	1323	2430	55	30	55	240	55	0	0	0	0
	point1324	1324	2430	55	30	55	240	55	0	0	0	0
	point1325	1325	2430	55	30	55	240	55	0	0	0	0
	point1326	1326	2430	55	30	55	240	55	0	0	0	0
	point1327	1327	2430	55	30	55	240	55	0	0	0	0
	point1328	1328										
Rd356; SB Off to Western +(1)1/1	point1329	1329	1553	35	39	35	78	35	0	0	0	0
	point1330	1330	1553	35	39	35	78	35	0	0	0	0
	point1331	1331	1553	35	39	35	78	35	0	0	0	0
	point1332	1332	1553	35	39	35	78	35	0	0	0	0
	point1333	1333										
Rd357; SB Off to Western(1)1/1	point1334	1334	788	35	13	35	29	35	0	0	0	0
	point1335	1335	788	35	13	35	29	35	0	0	0	0
	point1336	1336	788	35	13	35	29	0	0	0	0	0
	point1337	1337	788	35	13	35	29	35	0	0	0	0
	point1338	1338	788	35	13	35	29	35	0	0	0	0
	point1339	1339	788	35	13	35	29	35	0	0	0	0
	point1340	1340	788	35	13	35	29	35	0	0	0	0
	point1341	1341	788	35	13	35	29	35	0	0	0	0
	point1342	1342	788	35	13	35	29	35	0	0	0	0
	point1343	1343										
Rd361; SB Off to Findlay(1)1/1	point1344	1344	798	35	13	35	29	35	0	0	0	0
	point1345	1345	798	35	13	35	29	35	0	0	0	0
	point1346	1346	798	35	13	35	29	35	0	0	0	0
	point1347	1347	798	35	13	35	29	35	0	0	0	0
	point1348	1348	798	35	13	35	29	35	0	0	0	0
	point1349	1349	798	35	13	35	29	35	0	0	0	0
	point1350	1350	798	35	13	35	29	35	0	0	0	0
	point1351	1351	798	35	13	35	29	35	0	0	0	0
	point1352	1352	798	35	13	35	29	35	0	0	0	0
	point1353	1353	798	35	13	35	29	35	0	0	0	0
	point1354	1354	798	35	13	35	29	35	0	0	0	0
	point1355	1355	798	35	13	35	29	35	0	0	0	0
	point1356	1356	798	35	13	35	29	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1357	1357	798	35	13	35	29	35	0	0	0	0
	point1358	1358	798	35	13	35	29	35	0	0	0	0
	point1359	1359	798	35	13	35	29	35	0	0	0	0
	point1360	1360	798	35	13	35	29	35	0	0	0	0
	point1361	1361	798	35	13	35	29	35	0	0	0	0
	point1362	1362	798	35	13	35	29	35	0	0	0	0
	point1363	1363	798	35	13	35	29	35	0	0	0	0
	point1364	1364	798	35	13	35	29	35	0	0	0	0
	point1365	1365										
Rd365; SB On Fr Western(1)1/1	point1366	1366	1160	35	24	35	46	35	0	0	0	0
	point1367	1367	1160	35	24	35	46	35	0	0	0	0
	point1368	1368	1160	35	24	35	46	35	0	0	0	0
	point1369	1369	1160	35	24	35	46	35	0	0	0	0
	point1370	1370	1160	35	24	35	46	35	0	0	0	0
	point1371	1371	1160	35	24	35	46	35	0	0	0	0
	point1372	1372	1160	35	24	35	46	35	0	0	0	0
	point1373	1373	1160	35	24	35	46	35	0	0	0	0
	point1374	1374	1160	35	24	35	46	35	0	0	0	0
	point1375	1375	1160	35	24	35	46	35	0	0	0	0
	point1376	1376	1160	35	24	35	46	35	0	0	0	0
	point1377	1377	1160	35	24	35	46	35	0	0	0	0
	point1378	1378	1160	35	24	35	46	35	0	0	0	0
	point1379	1379	1160	35	24	35	46	35	0	0	0	0
	point1380	1380	1160	35	24	35	46	35	0	0	0	0
	point1381	1381	685	35	24	35	46	35	0	0	0	0
	point1382	1382										
Rd366; SB Off to Freeman(1)1/1	point1383	1383	592	35	7	35	11	35	0	0	0	0
	point1384	1384	592	35	7	35	11	35	0	0	0	0
	point1385	1385	592	35	7	35	11	35	0	0	0	0
	point1386	1386	592	35	7	35	11	35	0	0	0	0
	point1387	1387	592	35	7	35	11	35	0	0	0	0
	point1388	1388	592	35	7	35	11	35	0	0	0	0
	point1389	1389	592	35	7	35	11	35	0	0	0	0
	point1390	1390	592	35	7	35	11	35	0	0	0	0
	point1391	1391										
Rd367; SB Off To Freeman(2)1/1	point1392	1392	592	35	7	35	11	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1393	1393	592	35	7	35	11	35	0	0	0	0
	point1394	1394	592	35	7	35	11	35	0	0	0	0
	point1395	1395	592	35	7	35	11	35	0	0	0	0
	point1396	1396	592	35	7	35	11	35	0	0	0	0
	point1397	1397										
Rd368 ; SB CD to On fr Western(3)1/1	point1398	1398	2948	35	89	35	133	35	0	0	0	0
	point1399	1399	2948	35	89	35	133	35	0	0	0	0
	point1400	1400	2948	35	89	35	133	35	0	0	0	0
	point1401	1401	2948	35	89	35	133	35	0	0	0	0
	point1402	1402	2948	35	89	35	133	35	0	0	0	0
	point1403	1403	2948	35	89	35	133	35	0	0	0	0
	point1404	1404	2948	35	89	35	133	35	0	0	0	0
	point1405	1405	2948	35	89	35	133	35	0	0	0	0
	point1406	1406	2948	35	89	35	133	35	0	0	0	0
	point1407	1407	2948	35	89	35	133	35	0	0	0	0
	point1408	1408	2948	35	89	35	133	35	0	0	0	0
	point1409	1409	2948	35	89	35	133	35	0	0	0	0
	point1410	1410	2948	35	89	35	133	35	0	0	0	0
	point1411	1411	2948	35	89	35	133	35	0	0	0	0
	point1412	1412										
Rd369; SB CD western On-7th Off(4)1/1	point1413	1413	2706	35	81	35	122	35	0	0	0	0
	point1414	1414	2706	35	81	35	122	35	0	0	0	0
	point1415	1415	2706	35	81	35	122	35	0	0	0	0
	point1416	1416	2706	35	81	35	122	35	0	0	0	0
	point1417	1417	2706	35	81	35	122	35	0	0	0	0
	point1418	1418										
Rd370; SB CD 7th off- 5th off(3)1/1	point1419	1419	326	35	10	35	15	35	0	0	0	0
	point1420	1420	326	35	10	35	15	35	0	0	0	0
	point1421	1421	326	35	10	35	15	35	0	0	0	0
	point1422	1422										
Rd371; SB CD 5th Off-3rd Off(2)1/1	point1423	1423	2381	35	72	35	108	35	0	0	0	0
	point1424	1424	2381	35	72	35	108	35	0	0	0	0
	point1425	1425	2381	35	72	35	108	35	0	0	0	0
	point1426	1426	2381	35	72	35	108	35	0	0	0	0
	point1427	1427	2381	35	72	35	108	35	0	0	0	0
	point1428	1428	2381	35	72	35	108	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1429	1429	2381	35	72	35	108	35	0	0	0	0
	point1430	1430										
Rd372; SB Cd 3rd Off - 8th On(2)1/1	point1431	1431	2381	35	72	35	108	35	0	0	0	0
	point1432	1432	2381	35	72	35	108	35	0	0	0	0
	point1433	1433	2381	35	72	35	108	35	0	0	0	0
	point1434	1434										
Rd373; SB CD 8th On-6th On(2)1/1	point1435	1435	2803	35	35	35	52	35	0	0	0	0
	point1436	1436	2803	35	35	35	52	35	0	0	0	0
	point1437	1437	2803	35	35	35	52	35	0	0	0	0
	point1438	1438	2803	35	35	35	52	35	0	0	0	0
	point1439	1439	2803	35	35	35	52	35	0	0	0	0
	point1440	1440	2803	35	35	35	52	35	0	0	0	0
	point1441	1441	2803	35	35	35	52	35	0	0	0	0
	point1442	1442	2803	35	35	35	52	35	0	0	0	0
	point1443	1443	2803	35	35	35	52	35	0	0	0	0
	point1444	1444	2803	35	35	35	52	35	0	0	0	0
	point1445	1445	2803	35	35	35	52	35	0	0	0	0
	point1446	1446										
Rd374; SB CD 6th On-under 75(3)1/1	point1447	1447	2803	35	35	35	52	35	0	0	0	0
	point1448	1448	2803	35	35	35	52	35	0	0	0	0
	point1449	1449	2803	35	35	35	52	35	0	0	0	0
	point1450	1450										
Rd375; SB Off fr CD to 7th(1)1/1	point1451	1451	167	35	5	35	8	35	0	0	0	0
	point1452	1452	167	35	5	35	8	35	0	0	0	0
	point1453	1453	167	35	5	35	8	35	0	0	0	0
	point1454	1454	167	35	5	35	8	35	0	0	0	0
	point1455	1455	167	35	5	35	8	35	0	0	0	0
	point1456	1456	167	35	5	35	8	35	0	0	0	0
	point1457	1457	167	35	5	35	8	35	0	0	0	0
	point1458	1458	167	35	5	35	8	35	0	0	0	0
	point1459	1459	167	35	5	35	8	35	0	0	0	0
	point1460	1460	167	35	5	35	8	35	0	0	0	0
	point1461	1461	167	35	5	35	8	35	0	0	0	0
	point1462	1462	167	35	5	35	8	35	0	0	0	0
	point1463	1463										
Rd376; SB Off fr CD to 5th(1)1/1	point1464	1464	167	35	5	35	8	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1465	1465	167	35	5	35	8	35	0	0	0	0
	point1466	1466	167	35	5	35	8	35	0	0	0	0
	point1467	1467	167	35	5	35	8	35	0	0	0	0
	point1468	1468	167	35	5	35	8	35	0	0	0	0
	point1469	1469	167	35	5	35	8	35	0	0	0	0
	point1470	1470	167	35	5	35	8	35	0	0	0	0
	point1471	1471	167	35	5	35	8	35	0	0	0	0
	point1472	1472	167	35	5	35	8	35	0	0	0	0
	point1473	1473	167	35	5	35	8	35	0	0	0	0
	point1474	1474	167	35	5	35	8	35	0	0	0	0
	point1475	1475	167	35	5	35	8	35	0	0	0	0
	point1476	1476	167	35	5	35	8	35	0	0	0	0
	point1477	1477	167	35	5	35	8	35	0	0	0	0
	point1478	1478	167	35	5	35	8	35	0	0	0	0
	point1479	1479										
Rd377; SB Off fr Cd to 2nd + Free(2)1/1	point1480	1480	960	35	12	35	18	35	0	0	0	0
	point1481	1481	960	35	12	35	18	35	0	0	0	0
	point1482	1482	960	35	12	35	18	35	0	0	0	0
	point1483	1483	960	35	12	35	18	35	0	0	0	0
	point1484	1484	960	35	12	35	18	35	0	0	0	0
	point1485	1485	960	35	12	35	18	35	0	0	0	0
	point1486	1486	960	35	12	35	18	35	0	0	0	0
	point1487	1487	960	35	12	35	18	35	0	0	0	0
	point1488	1488	960	35	12	35	18	35	0	0	0	0
	point1489	1489	960	35	12	35	18	0	0	0	0	0
	point1490	1490										
Rd378 ; SB Off CD to Freeman(1)1/1	point1491	1491	242	35	7	35	11	35	0	0	0	0
	point1492	1492	242	35	7	35	11	35	0	0	0	0
	point1493	1493	242	35	7	35	11	35	0	0	0	0
	point1494	1494	242	35	7	35	11	35	0	0	0	0
	point1495	1495	242	35	7	35	11	35	0	0	0	0
	point1496	1496	242	35	7	35	11	35	0	0	0	0
	point1497	1497	242	35	7	35	11	35	0	0	0	0
	point1498	1498	242	35	7	35	11	35	0	0	0	0
	point1499	1499	242	35	7	35	11	35	0	0	0	0
	point1500	1500										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd379; WB 3rd @ Smith(2)1/1	point1501	1501	1051	35	32	35	47	35	0	0	0	0
	point1502	1502										
Rd380; SB Off fr Cd to 2nd(1)1/1	point1503	1503	708	35	9	35	13	35	0	0	0	0
	point1504	1504	708	35	9	35	13	35	0	0	1	0
	point1505	1505	708	35	9	35	13	35	0	0	0	0
	point1506	1506	708	35	9	35	13	35	0	0	0	0
	point1507	1507	708	35	9	35	13	35	0	0	0	0
	point1508	1508	708	35	9	35	13	35	0	0	0	0
	point1509	1509	708	35	9	35	13	35	0	0	0	0
	point1510	1510	708	35	9	35	13	35	0	0	0	0
	point1511	1511										
Rd381; SB Ramp CD-2nd(2)1/1	point1512	1512	902	35	11	35	17	35	0	0	0	0
	point1513	1513	902	35	11	35	17	35	0	0	0	0
	point1514	1514	902	35	11	35	17	35	0	0	0	0
	point1515	1515	902	35	11	35	17	35	0	0	0	0
	point1516	1516	902	35	11	35	17	35	0	0	0	0
	point1517	1517	902	35	11	35	17	35	0	0	0	0
	point1518	1518	902	35	11	35	17	35	0	0	0	0
	point1519	1519	902	35	11	35	17	35	0	0	0	0
	point1520	1520	902	35	11	35	17	35	0	0	0	0
	point1521	1521	902	35	11	35	17	35	0	0	0	0
	point1522	1522										
Rd382; Off fr 6th Exp to SB CD(2)1/1	point1523	1523	846	35	25	35	38	35	0	0	0	0
	point1524	1524	846	35	25	35	38	35	0	0	0	0
	point1525	1525	846	35	25	35	38	35	0	0	0	0
	point1526	1526										
Rd383 ; SB Ramp 6th Exp-CD(1)1/1	point1527	1527	2029	35	17	35	25	35	0	0	0	0
	point1528	1528	2029	35	17	35	25	35	0	0	0	0
	point1529	1529	2029	35	17	35	25	35	0	0	0	0
	point1530	1530	2029	35	17	35	25	35	0	0	0	0
	point1531	1531	2029	35	17	35	25	35	0	0	0	0
	point1532	1532	2029	35	17	35	25	35	0	0	0	0
	point1533	1533	2029	35	17	35	25	35	0	0	0	0
	point1534	1534	2029	35	17	35	25	35	0	0	0	0
	point1535	1535	2029	35	17	35	25	35	0	0	0	0
	point1536	1536	2029	35	17	35	25	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1537	1537	2029	35	17	35	25	35	0	0	0	0
	point1538	1538	2029	35	17	35	25	35	0	0	0	0
	point1539	1539	2029	35	17	35	25	35	0	0	0	0
	point1540	1540	2029	35	17	35	25	35	0	0	0	0
	point1541	1541	2029	35	17	35	25	35	0	0	0	0
	point1542	1542	2029	35	17	35	25	35	0	0	0	0
	point1543	1543										
Rd384 ; Ramp EB 6th Exp-5th(1)1/1	point1544	1544	84	35	3	35	4	35	0	0	0	0
	point1545	1545	84	35	3	35	4	35	0	0	0	0
	point1546	1546	84	35	3	35	4	35	0	0	0	0
	point1547	1547	84	35	3	35	4	35	0	0	0	0
	point1548	1548	84	35	3	35	4	35	0	0	0	0
	point1549	1549	84	35	3	35	4	35	0	0	0	0
	point1550	1550	84	35	3	35	4	35	0	0	0	0
	point1551	1551	84	35	3	35	4	35	0	0	0	0
	point1552	1552	84	35	3	35	4	35	0	0	0	0
	point1553	1553	84	35	3	35	4	35	0	0	0	0
	point1554	1554	84	35	3	35	4	35	0	0	0	0
	point1555	1555	84	35	3	35	4	35	0	0	0	0
	point1556	1556	84	35	3	35	4	35	0	0	0	0
	point1557	1557										
Rd385; Ramp 6th Exp-5th(2)1/1	point1558	1558	255	25	2	25	3	25	0	0	0	0
	point1559	1559	255	25	2	25	3	25	0	0	0	0
	point1560	1560										
Rd386; Ramp 6th Exp-2nd/71(1)1/1	point1561	1561	1246	35	38	35	56	35	0	0	0	0
	point1562	1562	1246	35	38	35	56	35	0	0	0	0
	point1563	1563	1246	35	38	35	56	35	0	0	0	0
	point1564	1564	1246	35	38	35	56	35	0	0	0	0
	point1565	1565	1246	35	38	35	56	35	0	0	0	0
	point1566	1566	1246	35	38	35	56	35	0	0	0	0
	point1567	1567	1246	35	38	35	56	35	0	0	0	0
	point1568	1568	1246	35	38	35	56	35	0	0	0	0
	point1569	1569	1246	35	38	35	56	35	0	0	0	0
	point1570	1570	1246	35	38	35	56	35	0	0	0	0
	point1571	1571	1246	35	38	35	56	35	0	0	0	0
	point1572	1572	1246	35	38	35	56	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1573	1573	1246	35	38	35	56	35	0	0	0	0
	point1574	1574	1246	35	38	35	56	35	0	0	0	0
	point1575	1575										
Rd387; Ramp 6th Exp-2nd(1)1/1	point1576	1576	186	35	6	35	8	35	0	0	0	0
	point1577	1577	186	35	6	35	8	35	0	0	0	0
	point1578	1578	186	35	6	35	8	35	0	0	0	0
	point1579	1579	186	35	6	35	8	35	0	0	0	0
	point1580	1580	186	35	6	35	8	35	0	0	0	0
	point1581	1581	186	35	6	35	8	35	0	0	0	0
	point1582	1582										
Rd388 ; Ramp 6th Exp-EB 71(1)1/1	point1583	1583	1060	35	32	35	48	35	0	0	0	0
	point1584	1584	1060	35	32	35	48	35	0	0	0	0
	point1585	1585	1060	35	32	35	48	35	0	0	0	0
	point1586	1586	1060	35	32	35	48	35	0	0	0	0
	point1587	1587	1060	35	32	35	48	35	0	0	0	0
	point1588	1588	1060	35	32	35	48	35	0	0	0	0
	point1589	1589	1060	35	32	35	48	35	0	0	0	0
	point1590	1590	1060	35	32	35	48	35	0	0	0	0
	point1591	1591	1060	35	32	35	48	35	0	0	0	0
	point1592	1592										
Rd389; Ramp 6th Exp-EB 71(2)1/1	point1593	1593	2195	35	66	35	99	35	0	0	0	0
	point1594	1594	2195	35	66	35	99	35	0	0	0	0
	point1595	1595	2195	35	66	35	99	35	0	0	0	0
	point1596	1596	2195	35	66	35	99	35	0	0	0	0
	point1597	1597	2195	35	66	35	99	35	0	0	0	0
	point1598	1598	2195	35	66	35	99	35	0	0	0	0
	point1599	1599	2195	35	66	35	99	35	0	0	0	0
	point1600	1600	2195	35	66	35	99	35	0	0	0	0
	point1601	1601										
Rd390 ; Ramp SB 75-EB 71(1)1/1	point1602	1602	1135	35	34	35	51	35	0	0	0	0
	point1603	1603	1135	35	34	35	51	35	0	0	0	0
	point1604	1604	1135	35	34	35	51	35	0	0	0	0
	point1605	1605	1135	35	34	35	51	35	0	0	0	0
	point1606	1606	1135	35	34	35	51	35	0	0	0	0
	point1607	1607	1135	35	34	35	51	35	0	0	0	0
	point1608	1608	1135	35	34	35	51	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1609	1609	1135	35	34	35	51	35	0	0	0	0
	point1610	1610	1135	35	34	35	51	35	0	0	0	0
	point1611	1611	1135	35	34	35	51	35	0	0	0	0
	point1612	1612	1135	35	34	35	51	35	0	0	0	0
	point1613	1613	1135	35	34	35	51	35	0	0	0	0
	point1614	1614	1135	35	34	35	51	35	0	0	0	0
	point1615	1615	1135	35	34	35	51	35	0	0	0	0
	point1616	1616	1135	35	34	35	51	35	0	0	0	0
	point1617	1617	1135	35	34	35	51	35	0	0	0	0
	point1618	1618	1135	35	34	35	51	35	0	0	0	0
	point1619	1619	1135	35	34	35	51	35	0	0	0	0
	point1620	1620	1135	35	34	35	51	35	0	0	0	0
	point1621	1621	1135	35	34	35	51	35	0	0	0	0
	point1622	1622	1135	35	34	35	51	35	0	0	0	0
	point1623	1623	1135	35	34	35	51	35	0	0	0	0
	point1624	1624										
Rd391; Ramp W 8th-SB CD(1)1/1	point1625	1625	258	35	8	35	14	35	0	0	0	0
	point1626	1626	258	35	8	35	14	35	0	0	0	0
	point1627	1627	258	35	8	35	14	35	0	0	0	0
	point1628	1628	258	35	8	35	14	35	0	0	0	0
	point1629	1629	258	35	8	35	14	35	0	0	0	0
	point1630	1630	258	35	8	35	14	35	0	0	0	0
	point1631	1631	258	35	8	35	14	35	0	0	0	0
	point1632	1632	258	35	8	35	14	35	0	0	0	0
	point1633	1633	258	35	8	35	14	35	0	0	0	0
	point1634	1634	258	35	8	35	14	35	0	0	0	0
	point1635	1635	258	35	8	35	14	35	0	0	0	0
	point1636	1636	258	35	8	35	14	35	0	0	0	0
	point1637	1637	258	35	8	35	14	35	0	0	0	0
	point1638	1638	258	35	8	35	14	35	0	0	0	0
	point1639	1639	258	35	8	35	14	35	0	0	0	0
	point1640	1640	258	35	8	35	14	35	0	0	0	0
	point1641	1641										
Rd392; W 8th St NB Off-NB CD on (2)1/1	point1642	1642	784	25	6	25	10	25	0	0	0	0
	point1643	1643	784	25	6	25	10	25	0	0	0	0
	point1644	1644	784	25	6	25	10	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1645	1645	784	25	6	25	10	25	0	0	0	0
	point1646	1646	784	25	6	25	10	25	0	0	0	0
	point1647	1647										
Rd393; 7th Via GestOn-SB CD on(2)1/1	point1648	1648	530	35	4	35	12	35	0	0	0	0
	point1649	1649	530	35	4	35	12	35	0	0	0	0
	point1650	1650	530	35	4	35	12	35	0	0	0	0
	point1651	1651	530	35	4	35	12	35	0	0	0	0
	point1652	1652	530	35	4	35	12	35	0	0	0	0
	point1653	1653	530	35	4	35	12	35	0	0	0	0
	point1654	1654	530	35	4	35	12	35	0	0	0	0
	point1655	1655	530	35	4	35	12	35	0	0	0	0
	point1656	1656	530	35	4	35	12	35	0	0	0	0
	point1657	1657										
Rd394; WB 6th to Off to Linn(4)1/1	point1658	1658	2580	35	32	35	48	35	0	0	0	0
	point1659	1659	2580	35	32	35	48	35	0	0	0	0
	point1660	1660	2580	35	32	35	48	35	0	0	0	0
	point1661	1661										
Rd395; W 7th St (3)1/1	point1662	1662	368	25	10	25	22	25	0	0	0	0
	point1663	1663										
Rd396; W 7th to Central(4)1/1	point1664	1664	368	25	10	25	22	25	0	0	0	0
	point1665	1665	368	25	10	25	22	25	0	0	0	0
	point1666	1666										
Rd397; WB 3rd St(2)1/1	point1667	1667	1407	35	17	35	26	35	0	0	0	0
	point1668	1668	1407	35	17	35	26	35	0	0	0	0
	point1669	1669	1407	35	17	35	26	35	0	0	0	0
	point1670	1670	1407	35	17	35	26	35	0	0	0	0
	point1671	1671										
Rd398; Ramp W 3rd-SB CD(2)1/1	point1672	1672	1407	35	17	35	26	35	0	0	0	0
	point1673	1673	1407	35	17	35	26	35	0	0	0	0
	point1674	1674	1407	35	17	35	26	35	0	0	0	0
	point1675	1675	1407	35	17	35	26	35	0	0	0	0
	point1676	1676	1407	35	17	35	26	35	0	0	0	0
	point1677	1677	1407	35	17	35	26	35	0	0	0	0
	point1678	1678	1407	35	17	35	26	35	0	0	0	0
	point1679	1679	1407	35	17	35	26	35	0	0	0	0
	point1680	1680	1407	35	17	35	26	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1681	1681	1407	35	17	35	26	35	0	0	0	0
	point1682	1682	1407	35	17	35	26	35	0	0	0	0
	point1683	1683	1407	35	17	35	26	35	0	0	0	0
	point1684	1684	1407	35	17	35	26	35	0	0	0	0
	point1685	1685	1407	35	17	35	26	35	0	0	0	0
	point1686	1686	1407	35	17	35	26	35	0	0	0	0
	point1687	1687										
Rd399; Ramp W 3rd- SB CD(1)1/1	point1688	1688	1717	35	21	35	32	35	0	0	0	0
	point1689	1689	1717	35	21	35	32	35	0	0	0	0
	point1690	1690	1717	35	21	35	32	35	0	0	0	0
	point1691	1691	1717	35	21	35	32	35	0	0	0	0
	point1692	1692	1717	35	21	35	32	35	0	0	0	0
	point1693	1693	1717	35	21	35	32	35	0	0	0	0
	point1694	1694	1717	35	21	35	32	35	0	0	0	0
	point1695	1695	1717	35	21	35	32	35	0	0	0	0
	point1696	1696	1717	35	21	35	32	35	0	0	0	0
	point1697	1697	1717	35	21	35	32	35	0	0	0	0
	point1698	1698	1717	35	21	35	32	35	0	0	0	0
	point1699	1699	1717	35	21	35	32	35	0	0	0	0
	point1700	1700	1717	35	21	35	32	35	0	0	0	0
	point1701	1701	1717	35	21	35	32	35	0	0	0	0
	point1702	1702	1717	35	21	35	32	35	0	0	0	0
	point1703	1703	1717	35	21	35	32	35	0	0	0	0
	point1704	1704	1717	35	21	35	32	35	0	0	0	0
	point1705	1705	1717	35	21	35	32	35	0	0	0	0
	point1706	1706	1717	35	21	35	32	35	0	0	0	0
	point1707	1707	1717	35	21	35	32	35	0	0	0	0
	point1708	1708	1717	35	21	35	32	35	0	0	0	0
	point1709	1709										
Rd400; WB 71(2)1/1	point1710	1710	2821	55	35	55	279	55	0	0	0	0
	point1711	1711	2821	55	35	55	279	55	0	0	0	0
	point1712	1712	2821	55	35	55	279	55	0	0	0	0
	point1713	1713										
Rd401; WB 71 to Off to SB CD(3)1/1	point1714	1714	2821	55	35	55	279	55	0	0	0	0
	point1715	1715	2821	55	35	55	279	55	0	0	0	0
	point1716	1716										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd402; SB 71 fr Off To CD(2) lupper 751/1	point1717	1717	2821	55	35	55	279	55	0	0	0	0
	point1718	1718	2821	55	35	55	279	55	0	0	0	0
	point1719	1719	2821	55	35	55	279	55	0	0	0	0
	point1720	1720	2821	55	35	55	279	55	0	0	0	0
	point1721	1721	2821	55	35	55	279	55	0	0	0	0
	point1722	1722	2821	55	35	55	279	55	0	0	0	0
	point1723	1723	2821	55	35	55	279	55	0	0	0	0
	point1724	1724	2821	55	35	55	279	55	0	0	0	0
	point1725	1725	2821	55	35	55	279	55	0	0	0	0
	point1726	1726	2821	55	35	55	279	55	0	0	0	0
	point1727	1727	2821	55	35	55	279	55	0	0	0	0
	point1728	1728	2821	55	35	55	279	55	0	0	0	0
	point1729	1729	2821	55	35	55	279	55	0	0	0	0
	point1730	1730	2821	55	35	55	279	55	0	0	0	0
	point1731	1731	2821	55	35	55	279	55	0	0	0	0
	point1732	1732	2821	55	35	55	279	55	0	0	0	0
	point1733	1733	2821	55	35	55	279	55	0	0	0	0
	point1734	1734	2821	55	35	55	279	55	0	0	0	0
	point1735	1735										
Rd404 ; SB Gest - 8th off(2)1/1	point1736	1736	120	35	3	35	7	35	0	0	0	0
	point1737	1737	120	35	3	35	7	35	0	0	0	0
	point1738	1738	120	35	3	35	7	35	0	0	0	0
	point1739	1739	120	35	3	35	7	35	0	0	0	0
	point1740	1740	120	35	3	35	7	35	0	0	0	0
	point1741	1741	120	35	3	35	7	35	0	0	0	0
	point1742	1742	120	35	3	35	7	35	0	0	0	0
	point1743	1743	120	35	3	35	7	35	0	0	0	0
	point1744	1744	120	35	3	35	7	35	0	0	0	0
	point1745	1745	120	35	3	35	7	35	0	0	0	0
	point1746	1746	120	35	3	35	7	35	0	0	0	0
	point1747	1747	120	35	3	35	7	35	0	0	0	0
	point1748	1748	120	35	3	35	7	35	0	0	0	0
	point1749	1749	120	35	3	35	7	35	0	0	0	0
	point1750	1750	120	35	3	35	7	35	0	0	0	0
	point1751	1751	120	35	3	35	7	35	0	0	0	0
	point1752	1752										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd405; NB Gest 7th off-3lane(2)1/1	point1753	1753	414	35	11	35	25	35	0	0	0	0
	point1754	1754	414	35	11	35	25	35	0	0	0	0
	point1755	1755	414	35	11	35	25	35	0	0	0	0
	point1756	1756	414	35	11	35	25	35	0	0	0	0
	point1757	1757	414	35	11	35	25	35	0	0	0	0
	point1758	1758	414	35	11	35	25	35	0	0	0	0
	point1759	1759	414	35	11	35	25	35	0	0	0	0
	point1760	1760	414	35	11	35	25	35	0	0	0	0
	point1761	1761	414	35	11	35	25	35	0	0	0	0
	point1762	1762	414	35	11	35	25	35	0	0	0	0
	point1763	1763	414	35	11	35	25	35	0	0	0	0
	point1764	1764	414	35	11	35	25	35	0	0	0	0
	point1765	1765	414	35	11	35	25	35	0	0	0	0
	point1766	1766										
Rd406; NB Gest to Freeman(3)1/1	point1767	1767	414	35	11	35	25	35	0	0	0	0
	point1768	1768										
Rd429; WB 71(2)1/1	point1769	1769	2792	55	70	55	558	55	0	0	0	0
	point1770	1770										
Rd430; WB Ramp 71 to SB CD1/1	point1771	1771	298	35	9	35	13	35	0	0	0	0
	point1772	1772	298	35	9	35	13	35	0	0	0	0
	point1773	1773	298	35	9	35	13	35	0	0	0	0
	point1774	1774	298	35	9	35	13	35	0	0	0	0
	point1775	1775	298	35	9	35	13	35	0	0	0	0
	point1776	1776	298	35	9	35	13	35	0	0	0	0
	point1777	0	298	35	9	35	13	35	0	0	0	0
	point1778	1778	298	35	9	35	13	35	0	0	0	0
	point1779	1779	298	35	9	35	13	35	0	0	0	0
	point1780	1780	298	35	9	35	13	35	0	0	0	0
	point1781	1781	298	35	9	35	13	35	0	0	0	0
	point1782	1782										
Rd431; SB Off Fro CD(1)1/1	point1783	1783	167	35	5	35	8	35	0	0	0	0
	point1784	1784	167	35	5	35	8	35	0	0	0	0
	point1785	1785										
Rd432; SB CD 6th On-under 75(3)1/1	point1786	1786	4520	35	56	35	84	35	0	0	0	0
	point1787	1787	4520	35	56	35	84	35	0	0	0	0
	point1788	1788										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd433; SB CD 6th On-under 75(31/1)	point1789	1789	4520	35	56	35	84	35	0	0	0	0
	point1790	1790										
Rd434; NB 75 On Fr CD - 6 lane(5)1/1	point1791	1791	6740	55	84	55	196	55	0	0	0	0
	point1792	1792	6740	55	84	55	196	55	0	0	0	0
	point1793	1793	6740	55	84	55	196	55	0	0	0	0
	point1794	1794	6740	55	84	55	196	55	0	0	0	0
	point1795	1795	6740	55	84	55	196	55	0	0	0	0
	point1796	1796										
Rd435; NB 75 On Fr CD - 6 lane(5)1/1	point1797	1797	7450	55	93	55	217	55	0	0	0	0
	point1798	1798	7450	55	93	55	217	55	0	0	0	0
	point1799	1799	7450	55	93	55	217	55	0	0	0	0
	point1800	1800	7450	55	93	55	217	55	0	0	0	0
	point1801	1801	7450	55	93	55	217	55	0	0	0	0
	point1802	1802	7450	55	93	55	217	55	0	0	0	0
	point1803	1803	7450	55	93	55	217	55	0	0	0	0
	point1804	1804	7450	55	93	55	217	55	0	0	0	0
	point1805	1805	7450	55	93	55	217	55	0	0	0	0
	point1806	1806	7450	55	93	55	217	55	0	0	0	0
	point1807	1807	7450	55	93	55	217	55	0	0	0	0
	point1808	1808	7450	55	93	55	217	55	0	0	0	0
	point1809	1809	7450	55	93	55	217	55	0	0	0	0
	point1810	1810	7450	55	93	55	217	55	0	0	0	0
	point1811	1811	7450	55	93	55	217	55	0	0	0	0
	point1812	1812										
Rd 446; NB Spr Gr fr Western to 75 (2)1/1	point1813	1813	1019	35	13	35	19	35	0	0	0	0
	point1814	1814	902	35	15	35	33	35	0	0	0	0
	point1815	1815										
Rd 439; WB W H Via Fr On(2)1/1	point1816	1816	1340	35	21	35	49	35	0	0	0	0
	point1817	1817	1340	35	21	35	49	35	0	0	0	0
	point1818	1818	1340	35	21	35	49	35	0	0	0	0
	point1819	1819	1340	35	21	35	49	35	0	0	0	0
	point1820	1820										
Rd203 ; WB Low Western fr Spr Gr(1)1/1	point1821	1821	0	0	0	0	0	0	0	0	0	0
	point1822	1822										
Rd204 ; WB low Western fr SB On(1)1/1	point1823	1823	670	35	20	35	30	35	0	0	0	0
	point1824	1824	670	35	20	35	30	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1825	1825	670	35	20	35	30	35	0	0	0	0
	point1826	1826										
Rd 459; WB ramp to WHV Low(1)1/1	point1827	1827	388	35	5	35	7	35	0	0	0	0
	point1828	1828	388	35	5	35	7	35	0	0	0	0
	point1829	1829										
Rd206 ; EB Low Western fr Off(2)1/1	point1830	1830	0	0	0	0	0	0	0	0	0	0
	point1831	1831	0	0	0	0	0	0	0	0	0	0
	point1832	1832	0	0	0	0	0	0	0	0	0	0
	point1833	1833	0	0	0	0	0	0	0	0	0	0
	point1834	1834	0	0	0	0	0	0	0	0	0	0
	point1835	1835										
Rd 453; EB ramp fr WHV Lowto SB(21/1	point1836	1836	1188	35	19	35	43	35	0	0	0	0
	point1837	1837	1188	35	19	35	43	35	0	0	0	0
	point1838	1838	1188	35	19	35	43	35	0	0	0	0
	point1839	1839	1188	35	19	35	43	35	0	0	0	0
	point1840	1840	1188	35	19	35	43	35	0	0	0	0
	point1841	1841	1188	35	19	35	43	35	0	0	0	0
	point1842	1842	1188	35	19	35	43	35	0	0	0	0
	point1843	1843	1188	35	19	35	43	35	0	0	0	0
	point1844	1844	1188	35	19	35	43	35	0	0	0	0
	point1845	1845	1188	35	19	35	43	35	0	0	0	0
	point1846	1846	1188	35	19	35	43	35	0	0	0	0
	point1847	1847	1188	35	19	35	43	35	0	0	0	0
	point1848	1848	1188	35	19	35	43	35	0	0	0	0
	point1849	1849	1188	35	19	35	43	35	0	0	0	0
	point1850	1850	1188	35	19	35	43	35	0	0	0	0
	point1851	1851										
Rd 436; EB W H Via (2)1/1	point1852	1852	1090	35	18	35	42	35	0	0	0	0
	point1853	1853	1090	35	18	35	42	35	0	0	0	0
	point1854	1854	1090	35	18	35	42	35	0	0	0	0
	point1855	1855	1090	35	18	35	42	35	0	0	0	0
	point1856	1856										
Rd 458; WB ramp to WHV Low(1)1/1	point1857	1857	1520	35	24	35	56	35	0	0	0	0
	point1858	1858	1520	35	24	35	56	35	0	0	0	0
	point1859	1859	1520	35	24	35	56	35	0	0	0	0
	point1860	1860										

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

Rd 457; WB Ramp to WHV low(2)1/1	point1861	1861	1730	35	27	35	63	35	0	0	0	0
	point1862	1862	1730	35	27	35	63	35	0	0	0	0
	point1863	1863	1730	35	27	35	63	35	0	0	0	0
	point1864	1864	1730	35	27	35	0	35	0	0	0	0
	point1865	1865	1730	35	27	35	63	35	0	0	0	0
	point1866	1866	1730	35	27	35	63	35	0	0	0	0
	point1867	1867	1730	35	27	35	63	35	0	0	0	0
	point1868	1868										
Rd221 ; NB Winch Fr Bank(1)1/1	point1869	1869	790	35	15	35	35	35	0	0	0	0
	point1870	1870	790	35	15	35	35	35	0	0	0	0
	point1871	1871	790	35	15	35	35	35	0	0	0	0
	point1872	1872	790	35	15	35	35	35	0	0	0	0
	point1873	1873	790	35	15	35	35	35	0	0	0	0
	point1874	1874	790	35	15	35	35	35	0	0	0	0
	point1875	1875										
Rd 452; NB Winch Fr Bank(3)1/1	point1876	1876	514	35	6	35	10	35	0	0	0	0
	point1877	1877										
Rd 456; WB fr Wench to SB off(2)1/1	point1878	1878	1520	35	24	35	56	35	0	0	0	0
	point1879	1879										
Rd 454; EB ramp fr WHV low-Wench(1)1/1	point1880	1880	388	35	5	35	7	35	0	0	0	0
	point1881	1881	836	35	13	35	31	35	0	0	0	0
	point1882	1882										
Rd 455; WB to WHV fr Wench(2)1/1	point1883	1883	218	35	3	35	9	35	0	0	0	0
	point1884	1884										
Rd 451; NB Spr Gr @ Harrison(3))1/1	point1885	1885	1019	35	13	35	19	35	0	0	0	0
	point1886	1886										
Rd 449; WB Harrison to Spr Gr(2)1/1	point1887	1887	403	35	5	35	12	35	0	0	0	0
	point1888	1888	403	35	5	35	12	35	0	0	0	0
	point1889	1889	403	35	5	35	12	35	0	0	0	0
	point1890	1890										
Rd 447; EB Harrison Fr Spr Gr(2)1/1	point1891	1891	163	35	2	35	5	35	0	0	0	0
	point1892	1892	163	35	2	35	5	35	0	0	0	0
	point1893	1893	163	35	2	35	5	35	0	0	0	0
	point1894	1894	163	35	2	35	5	35	0	0	0	0
	point1895	1895	163	35	2	35	5	35	0	0	0	0
	point1896	1896	163	35	2	35	5	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1897	1897										
Rd 448; WB Harrison to WHV UP off(2)1/1	point1898	1898	106	35	1	35	4	35	0	0	0	0
	point1899	1899	106	35	1	35	4	35	0	0	0	0
	point1900	1900	106	35	1	35	4	35	0	0	0	0
	point1901	1901	106	35	1	35	4	35	0	0	0	0
	point1902	1902										
Rd 450; Ramp fr EB WHV(1)1/1	point1903	1903	359	35	4	35	7	35	0	0	0	0
	point1904	1904	359	35	4	35	7	35	0	0	0	0
	point1905	1905	359	35	4	35	7	35	0	0	0	0
	point1906	1906	359	35	4	35	7	35	0	0	0	0
	point1907	1907	359	35	4	35	7	35	0	0	0	0
	point1908	1908	359	35	4	35	7	35	0	0	0	0
	point1909	1909	359	35	4	35	7	35	0	0	0	0
	point1910	1910	359	35	4	35	7	35	0	0	0	0
	point1911	1911	359	35	4	35	7	35	0	0	0	0
	point1912	1912	359	35	4	35	7	35	0	0	0	0
	point1913	1913	359	35	4	35	7	35	0	0	0	0
	point1914	1914										
Rd 450; Ramp fr EB WHV(1)2/1	point1915	1915	314	35	6	35	10	35	0	0	0	0
	point1916	1916										
Rd 437; EB W H Via (2)1/1	point1917	1917	780	35	12	35	28	35	0	0	0	0
	point1918	1918	780	35	12	35	28	35	0	0	0	0
	point1919	1919										
Rd 438; WB W H Via to 75 On(2)1/1	point1920	1920	1000	35	15	35	35	35	0	0	0	0
	point1921	1921	1000	35	15	35	35	35	0	0	0	0
	point1922	1922										
Rd 445; Ramp Spr Gr to WB W H Via1/1	point1923	1923	342	35	6	35	0	35	0	0	0	0
	point1924	1924	342	35	6	35	12	35	0	0	0	0
	point1925	1925	342	35	6	35	12	35	0	0	0	0
	point1926	1926	342	35	6	35	12	35	0	0	0	0
	point1927	1927	342	35	6	35	12	35	0	0	0	0
	point1928	1928	342	35	6	35	12	35	0	0	0	0
	point1929	1929	342	35	6	35	12	35	0	0	0	0
	point1930	1930	342	35	6	35	12	35	0	0	0	0
	point1931	1931	342	35	6	35	12	35	0	0	0	0
	point1932	1932	342	35	6	35	12	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1933	1933	342	35	6	35	12	35	0	0	0	0
	point1934	1934	342	35	6	35	12	35	0	0	0	0
	point1935	1935	342	35	6	35	12	35	0	0	0	0
	point1936	1936	342	35	6	35	12	35	0	0	0	0
	point1937	1937	342	35	6	35	12	35	0	0	0	0
	point1938	1938										
Rd 442; SB Cen P'wy fr W H Via(2)1/1	point1939	1939	684	35	12	35	24	35	0	0	0	0
	point1940	1940	684	35	12	35	24	35	0	0	0	0
	point1941	1941	684	35	12	35	24	35	0	0	0	0
	point1942	1942	684	35	12	35	24	35	0	0	0	0
	point1943	1943	684	35	12	35	24	35	0	0	0	0
	point1944	1944	684	35	12	35	24	35	0	0	0	0
	point1945	1945	684	35	12	35	24	35	0	0	0	0
	point1946	1946	684	35	12	35	24	35	0	0	0	0
	point1947	1947	684	35	12	35	24	35	0	0	0	0
	point1948	1948	684	35	12	35	24	35	0	0	0	0
	point1949	1949	684	35	12	35	24	35	0	0	0	0
	point1950	1950										
Rd441; SB Cen P'wy @ W H V(2)1/1	point1951	1951	1256	35	38	35	57	35	0	0	0	0
	point1952	1952										
Rd440; SB Cen P'wy to W H Via(2)1/1	point1953	1953	437	35	9	35	14	35	0	0	0	0
	point1954	1954	437	35	9	35	14	35	0	0	0	0
	point1955	1955	437	35	9	35	14	35	0	0	0	0
	point1956	1956	437	35	9	35	14	35	0	0	0	0
	point1957	1957	437	35	9	35	14	35	0	0	0	0
	point1958	1958	437	35	9	35	14	35	0	0	0	0
	point1959	1959	437	35	9	35	14	35	0	0	0	0
	point1960	1960	437	35	9	35	14	35	0	0	0	0
	point1961	1961	437	35	9	35	14	35	0	0	0	0
	point1962	1962	437	35	9	35	14	35	0	0	0	0
	point1963	1963	437	35	9	35	14	35	0	0	0	0
	point1964	1964	437	35	9	35	14	35	0	0	0	0
	point1965	1965	437	35	9	35	14	35	0	0	0	0
	point1966	1966	437	35	9	35	14	35	0	0	0	0
	point1967	1967	437	35	9	35	14	35	0	0	0	0
	point1968	1968	437	35	9	35	14	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point1969	1969	437	35	9	35	14	35	0	0	0	0
	point1970	1970	437	35	9	35	14	35	0	0	0	0
	point1971	1971	437	35	9	35	14	35	0	0	0	0
	point1972	1972	437	35	9	35	14	35	0	0	0	0
	point1973	1973	437	35	9	35	14	35	0	0	0	0
	point1974	1974	437	35	9	35	14	35	0	0	0	0
	point1975	1975	437	35	9	35	14	35	0	0	0	0
	point1976	1976	437	35	9	35	14	35	0	0	0	0
	point1977	1977										
Rd 443;NB Central P'way to W H Via(3)1/1	point1978	1978	893	35	14	35	33	35	0	0	0	0
	point1979	1979	893	35	14	35	33	35	0	0	0	0
	point1980	1980	893	35	14	35	33	35	0	0	0	0
	point1981	1981	893	35	14	35	33	35	0	0	0	0
	point1982	1982	893	35	14	35	33	35	0	0	0	0
	point1983	1983	893	35	14	35	33	35	0	0	0	0
	point1984	1984	893	35	14	35	33	35	0	0	0	0
	point1985	1985	893	35	14	35	33	35	0	0	0	0
	point1986	1986	893	35	14	35	33	35	0	0	0	0
	point1987	1987										
Rd 444; NB Cent P'way fr W H V(3)1/1	point1988	1988	522	35	12	35	16	35	0	0	0	0
	point1989	1989	522	35	12	35	16	35	0	0	0	0
	point1990	1990	522	35	12	35	16	35	0	0	0	0
	point1991	1991	522	35	12	35	16	35	0	0	0	0
	point1992	1992	522	35	12	35	16	35	0	0	0	0
	point1993	1993	522	35	12	35	16	35	0	0	0	0
	point1994	1994	522	35	12	35	16	35	0	0	0	0
	point1995	1995	522	35	12	35	16	35	0	0	0	0
	point1996	1996	522	35	12	35	16	35	0	0	0	0
	point1997	1997	522	35	12	35	16	35	0	0	0	0
	point1998	1998	522	35	12	35	16	35	0	0	0	0
	point1999	1999	522	35	12	35	16	35	0	0	0	0
	point2000	2000	522	35	12	35	16	35	0	0	0	0
	point2001	2001	522	35	12	35	16	35	0	0	0	0
	point2002	2002	522	35	12	35	16	35	0	0	0	0
	point2003	2003	522	35	12	35	16	35	0	0	0	0
	point2004	2004	522	35	12	35	16	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

HAM-75-1.05 PID 113361

	point2005	2005	522	35	12	35	16	35	0	0	0	0
	point2006	2006	522	35	12	35	16	35	0	0	0	0
	point2007	2007	522	35	12	35	16	35	0	0	0	0
	point2008	2008	522	35	12	35	16	35	0	0	0	0
	point2009	2009	522	35	12	35	16	35	0	0	0	0
	point2010	2010	522	35	12	35	16	35	0	0	0	0
	point2011	2011	522	35	12	35	16	35	0	0	0	0
	point2012	2012										
Rd415; WB W8th from Dalton(3)1/1	point2013	2013	670	25	5	25	15	25	30	25	0	0
	point2014	2014	670	25	5	25	15	25	30	25	0	0
	point2015	2015										
Rd414 ; EB w 8th to Dalton(4)1/1	point2016	2016	470	25	12	25	28	25	0	0	0	0
	point2017	2017										
Rd523; W 4th Street to Ramp (2)	point2021	2021	1404	15	42	15	63	15	0	0	0	0
	point2022	2022	1404	15	42	15	63	15	0	0	0	0
	point2023	2023										

Design Year 2048
Noise Sensitive Area 1

Noise Barrier NSA1

Design Year 2048
NSA 1 with Noise Barrier NSA1
HAM-75-1.05 PID 113361

RESULTS: SOUND LEVELS

HAM-75-1.05 PID 113361

Lawhon & Associates CMCox															
RESULTS: SOUND LEVELS															
PROJECT/CONTRACT:	HAM-75-1.05 PID 113361														
RUN:	Design Year Build Alternative I NSA1														
BARRIER DESIGN:	NSA1 14-20' NR														
ATMOSPHERICS:	68 deg F, 50% RH														
Receiver															
Name	No.	#DUs	Existing LAeq1h	No Barrier				Type	With Barrier						
				LAeq1h		Increase over existing			Calculated	Sub'l Inc	Calculated	Impact	Calculated	Noise Reduction	
				Calculated	Crit'n	Calculated	Crit'n							dB	dBA
		dBA	dBA	dBA	dB	dBA	dBA	dB	dB	dB	dB	dB			
NSA1-1	2114	1	75.0	73.9	66	-1.1	10	Snd Lvl	69.8	4.1	5	-0.9			
NSA1-2	2115	1	74.5	73.4	66	-1.1	10	Snd Lvl	69.3	4.1	5	-0.9			
NSA1-3	2116	1	74.7	73.5	66	-1.2	10	Snd Lvl	69.6	3.9	5	-1.1			
NSA1-4	2117	1	73.1	71.9	66	-1.2	10	Snd Lvl	68.1	3.8	5	-1.2			
NSA1-5	2118	2	68.0	71.6	66	3.6	10	Snd Lvl	66.7	4.9	5	-0.1			
NSA1-6	2119	2	68.9	71.2	66	2.3	10	Snd Lvl	66.5	4.7	5	-0.3			
NSA1-7	2120	1	70.6	71.1	66	0.5	10	Snd Lvl	66.9	4.2	5	-0.8			
NSA1-8	2121	1	70.7	70.7	66	0.0	10	Snd Lvl	66.9	3.8	5	-1.2			
NSA1-9	2122	1	68.0	69.8	66	1.8	10	Snd Lvl	65.6	4.2	5	-0.8			
NSA1-10	2123	1	65.3	67.0	66	1.7	10	Snd Lvl	65.0	2.0	5	-3.0			
NSA1-11	2124	2	66.9	69.3	66	2.4	10	Snd Lvl	64.7	4.6	5	-0.4			
NSA1-12	2125	2	68.4	69.1	66	0.7	10	Snd Lvl	65.9	3.2	5	-1.8			
NSA1-13	2126	1	63.9	65.2	66	1.3	10	----	63.6	1.6	5	-3.4			
NSA1-14	2127	3	70.1	71.0	66	0.9	10	Snd Lvl	70.9	0.1	5	-4.9			
NSA1-15	2128	2	70.6	71.4	66	0.8	10	Snd Lvl	71.4	0.0	5	-5.0			
NSA1-16	2129	1	72.9	73.3	66	0.4	10	Snd Lvl	68.5	4.8	5	-0.2			
NSA1-17	2130	2	73.2	73.3	66	0.1	10	Snd Lvl	67.1	6.2	5	1.2			
NSA1-18	2131	1	74.0	74.0	66	0.0	10	Snd Lvl	67.5	6.5	5	1.5			
NSA1-19	2132	2	71.6	71.7	66	0.1	10	Snd Lvl	65.8	5.9	5	0.9			
NSA1-20	2133	2	68.8	71.2	66	2.4	10	Snd Lvl	67.7	3.5	5	-1.5			
NSA1-21	2134	1	68.4	71.1	66	2.7	10	Snd Lvl	66.8	4.3	5	-0.7			
NSA1-22	2135	3	66.8	70.6	66	3.8	10	Snd Lvl	65.3	5.3	5	0.3			
NSA1-23	2136	1	68.7	70.5	66	1.8	10	Snd Lvl	65.0	5.5	5	0.5			
NSA1-24	2137	2	70.0	70.5	66	0.5	10	Snd Lvl	65.0	5.5	5	0.5			

RESULTS: SOUND LEVELS

HAM-75-1.05 PID 113361

NSA1-25	2138	3	69.4	69.5	66	0.1	10	Snd Lvl	65.2	4.3	5	-0.7
NSA1-26	2139	2	67.3	69.0	66	1.7	10	Snd Lvl	64.0	5.0	5	0.0
NSA1-27	2140	2	64.7	67.5	66	2.8	10	Snd Lvl	63.8	3.7	5	-1.3
NSA1-28	2141	2	64.9	66.5	66	1.6	10	Snd Lvl	64.0	2.5	5	-2.5
NSA1-29	2142	2	64.1	65.7	66	1.6	10	----	63.6	2.1	5	-2.9
NSA1-30	2143	3	63.9	65.7	66	1.8	10	----	63.7	2.0	5	-3.0
NSA1-31	2144	1	63.4	65.3	66	1.9	10	----	63.9	1.4	5	-3.6
NSA1-32	2145	2	63.5	65.2	66	1.7	10	----	64.5	0.7	5	-4.3
NSA1-33	2146	4	62.6	64.9	66	2.3	10	----	64.5	0.4	5	-4.6
NSA1-34	2147	2	62.3	65.2	66	2.9	10	----	64.9	0.3	5	-4.7
NSA1-35	2148	2	68.2	69.1	66	0.9	10	Snd Lvl	65.6	3.5	5	-1.5
NSA1-36	2149	2	67.3	68.7	66	1.4	10	Snd Lvl	64.7	4.0	5	-1.0
NSA1-37	2150	2	69.5	69.6	66	0.1	10	Snd Lvl	65.9	3.7	5	-1.3
NSA1-38	2151	2	68.5	69.0	66	0.5	10	Snd Lvl	64.3	4.7	5	-0.3
NSA1-39	2152	2	69.3	69.0	66	-0.3	10	Snd Lvl	66.1	2.9	5	-2.1
NSA1-40	2153	2	69.0	68.8	66	-0.2	10	Snd Lvl	65.7	3.1	5	-1.9
NSA1-41	2154	1	66.0	66.8	66	0.8	10	Snd Lvl	63.6	3.2	5	-1.8
NSA1-42	2155	6	63.7	64.9	66	1.2	10	----	62.5	2.4	5	-2.6
NSA1-43	2156	1	63.8	65.4	66	1.6	10	----	62.9	2.5	5	-2.5
NSA1-44	2157	1	63.0	65.2	66	2.2	10	----	62.6	2.6	5	-2.4
NSA1-45	2158	1	64.9	66.5	66	1.6	10	Snd Lvl	63.5	3.0	5	-2.0
NSA1-46	2159	1	65.4	66.8	66	1.4	10	Snd Lvl	64.0	2.8	5	-2.2
NSA1-49	2162	1	64.9	66.9	66	2.0	10	Snd Lvl	65.0	1.9	5	-3.1
NSA1-50	2163	3	65.3	66.0	66	0.7	10	Snd Lvl	64.2	1.8	5	-3.2
NSA1-51	2164	4	63.3	63.7	66	0.4	10	----	62.0	1.7	5	-3.3
NSA1-52	2165	1	50.3	62.2	66	11.9	10	Sub'l Inc	62.2	0.0	5	-5.0
NSA1-53	2166	4	62.0	64.5	66	2.5	10	----	63.3	1.2	5	-3.8
NSA1-54	2167	2	64.4	64.7	66	0.3	10	----	62.8	1.9	5	-3.1

Dwelling Units	# DUs	Noise Reduction									
		Min	Avg	Max							
		dB	dB	dB							
All Selected	98	0.0	3.2	6.5							
All Impacted	65	0.0	3.7	6.5							
All that meet NR Goal	13	5.0	5.7	6.5							

RESULTS: BARRIER DESCRIPTIONS

HAM-75-1.05 PID 113361

Lawhon & Associates	9 May 2022									
CMCox	TNM 2.5									
RESULTS: BARRIER DESCRIPTIONS										
PROJECT/CONTRACT:	HAM-75-1.05 PID 113361									
RUN:	Design Year Build Alternative I NSA1									
BARRIER DESIGN:	NSA1 14-20' NR									
Barriers										
Name	Type	Heights along Barrier			Length	If Wall	If Berm		Cost	
		Min	Avg	Max			Area	Volume		Top
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$
NSA 1 EOS	W	20.00	20.00	20.00	1626	32527				975810
									Total Cost:	975810

INPUT: RECEIVERS

HAM-75-1.05 PID 113361

Lawhon & Associates CMCox							9 May 2022 TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT: HAM-75-1.05 PID 113361											
RUN: Design Year Build Alternative I NSA1											
Receiver	Name	No.	#DUs	Coordinates (ground)		Height	Input Sound Levels and Criteria			Active	
			X	Y	Z	above Ground	Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
NSA1-1	2114	1	5,265,881.5	4,300,188.0	569.00	4.92	75.00	66	10.0	5.0	Y
NSA1-2	2115	1	5,265,859.0	4,300,089.5	565.00	4.92	74.50	66	10.0	5.0	Y
NSA1-3	2116	1	5,265,852.0	4,300,068.0	563.00	4.92	74.70	66	10.0	5.0	Y
NSA1-4	2117	1	5,265,871.5	4,300,039.5	565.00	4.92	73.10	66	10.0	5.0	Y
NSA1-5	2118	2	5,266,001.5	4,300,236.0	580.00	4.92	68.00	66	10.0	5.0	Y
NSA1-6	2119	2	5,265,995.5	4,300,205.0	580.00	4.92	68.90	66	10.0	5.0	Y
NSA1-7	2120	1	5,266,009.5	4,300,187.5	586.00	4.92	70.60	66	10.0	5.0	Y
NSA1-8	2121	1	5,266,025.5	4,300,162.5	591.00	4.92	70.70	66	10.0	5.0	Y
NSA1-9	2122	1	5,266,013.0	4,300,134.0	583.00	4.92	68.00	66	10.0	5.0	Y
NSA1-10	2123	1	5,265,958.0	4,300,017.0	567.00	4.92	65.30	66	10.0	5.0	Y
NSA1-11	2124	2	5,266,086.0	4,300,250.0	589.00	4.92	66.90	66	10.0	5.0	Y
NSA1-12	2125	2	5,266,060.0	4,300,203.0	593.00	4.92	68.40	66	10.0	5.0	Y
NSA1-13	2126	1	5,266,041.5	4,299,989.5	573.00	4.92	63.90	66	10.0	5.0	Y
NSA1-14	2127	3	5,265,874.5	4,299,473.5	550.00	4.92	70.10	66	10.0	5.0	Y
NSA1-15	2128	2	5,265,868.5	4,299,389.0	553.00	4.92	70.60	66	10.0	5.0	Y
NSA1-16	2129	1	5,266,228.5	4,300,988.5	557.00	4.92	72.90	66	10.0	5.0	Y
NSA1-17	2130	2	5,266,165.0	4,300,836.5	558.00	4.92	73.20	66	10.0	5.0	Y
NSA1-18	2131	1	5,266,084.5	4,300,674.0	561.00	4.92	74.00	66	10.0	5.0	Y
NSA1-19	2132	2	5,266,236.5	4,300,829.5	567.00	4.92	71.60	66	10.0	5.0	Y
NSA1-20	2133	2	5,266,355.0	4,301,059.5	564.00	4.92	68.80	66	10.0	5.0	Y
NSA1-21	2134	1	5,266,334.0	4,300,991.0	566.00	4.92	68.40	66	10.0	5.0	Y
NSA1-22	2135	3	5,266,309.5	4,300,872.0	569.00	4.92	66.80	66	10.0	5.0	Y

INPUT: RECEIVERS

HAM-75-1.05 PID 113361

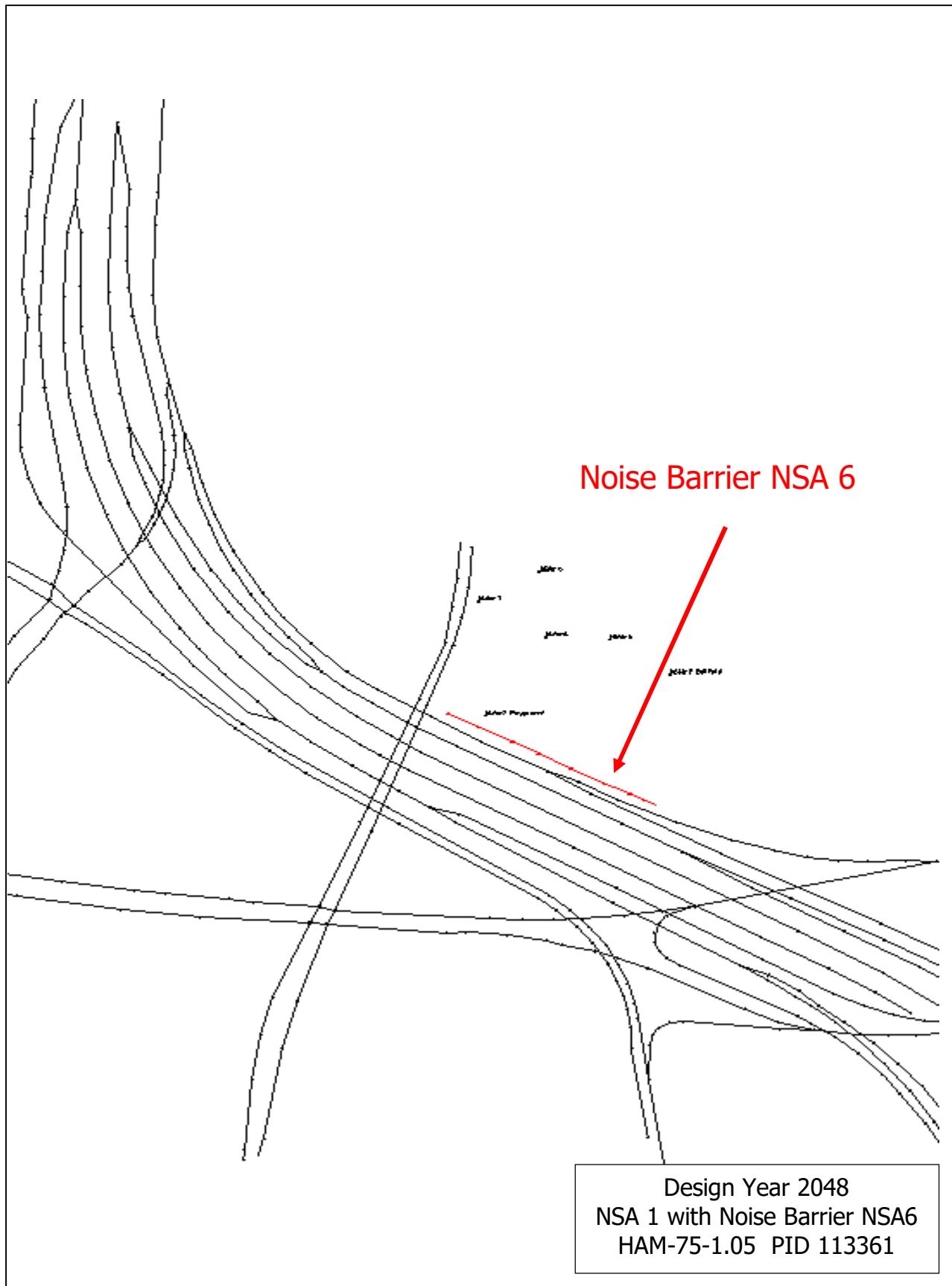
NSA1-23	2136	1	5,266,299.5	4,300,799.0	576.00	4.92	68.70	66	10.0	5.0	Y
NSA1-24	2137	2	5,266,274.5	4,300,724.0	582.00	4.92	70.00	66	10.0	5.0	Y
NSA1-25	2138	3	5,266,215.5	4,300,409.5	601.00	4.92	69.40	66	10.0	5.0	Y
NSA1-26	2139	2	5,266,189.5	4,300,343.5	595.00	4.92	67.30	66	10.0	5.0	Y
NSA1-27	2140	2	5,266,146.0	4,300,220.0	593.00	4.92	64.70	66	10.0	5.0	Y
NSA1-28	2141	2	5,266,118.5	4,300,094.0	592.00	4.92	64.90	66	10.0	5.0	Y
NSA1-29	2142	2	5,266,125.0	4,300,035.5	589.00	4.92	64.10	66	10.0	5.0	Y
NSA1-30	2143	3	5,266,117.5	4,299,996.5	586.00	4.92	63.90	66	10.0	5.0	Y
NSA1-31	2144	1	5,266,076.5	4,299,861.5	575.00	4.92	63.40	66	10.0	5.0	Y
NSA1-32	2145	2	5,266,060.5	4,299,762.5	571.00	4.92	63.50	66	10.0	5.0	Y
NSA1-33	2146	4	5,266,044.5	4,299,713.5	566.00	4.92	62.60	66	10.0	5.0	Y
NSA1-34	2147	2	5,266,040.5	4,299,625.0	564.00	4.92	62.30	66	10.0	5.0	Y
NSA1-35	2148	2	5,266,480.0	4,301,012.5	584.00	4.92	68.20	66	10.0	5.0	Y
NSA1-36	2149	2	5,266,461.0	4,300,913.5	586.00	4.92	67.30	66	10.0	5.0	Y
NSA1-37	2150	2	5,266,436.0	4,300,839.5	613.00	4.92	69.50	66	10.0	5.0	Y
NSA1-38	2151	2	5,266,411.0	4,300,758.5	598.00	4.92	68.50	66	10.0	5.0	Y
NSA1-39	2152	2	5,266,372.0	4,300,586.5	624.00	4.92	69.30	66	10.0	5.0	Y
NSA1-40	2153	2	5,266,352.5	4,300,510.0	622.00	4.92	69.00	66	10.0	5.0	Y
NSA1-41	2154	1	5,266,343.5	4,300,378.0	616.00	4.92	66.00	66	10.0	5.0	Y
NSA1-42	2155	6	5,266,334.5	4,300,337.5	610.00	4.92	63.70	66	10.0	5.0	Y
NSA1-43	2156	1	5,266,307.5	4,300,269.5	611.00	4.92	63.80	66	10.0	5.0	Y
NSA1-44	2157	1	5,266,303.5	4,300,220.0	610.00	4.92	63.00	66	10.0	5.0	Y
NSA1-45	2158	1	5,266,273.0	4,300,167.0	611.00	4.92	64.90	66	10.0	5.0	Y
NSA1-46	2159	1	5,266,205.5	4,300,146.0	604.00	4.92	65.40	66	10.0	5.0	Y
NSA1-47	2160	2	5,266,000.0	4,298,942.5	593.00	4.92	69.00	66	10.0	5.0	Y
NSA1-48	2161	3	5,265,978.0	4,298,802.5	590.00	4.92	69.70	66	10.0	5.0	Y
NSA1-49	2162	1	5,266,655.0	4,301,189.5	583.00	4.92	64.90	66	10.0	5.0	Y
NSA1-50	2163	3	5,266,621.0	4,301,027.5	599.00	4.92	65.30	66	10.0	5.0	Y
NSA1-51	2164	4	5,266,744.0	4,301,133.5	604.00	4.92	63.30	66	10.0	5.0	Y
NSA1-52	2165	1	5,266,701.0	4,301,027.5	584.00	4.92	50.30	66	10.0	5.0	Y
NSA1-53	2166	4	5,266,846.0	4,301,390.5	584.00	4.92	62.00	66	10.0	5.0	Y
NSA1-54	2167	2	5,266,867.0	4,301,112.5	625.00	4.92	64.40	66	10.0	5.0	Y

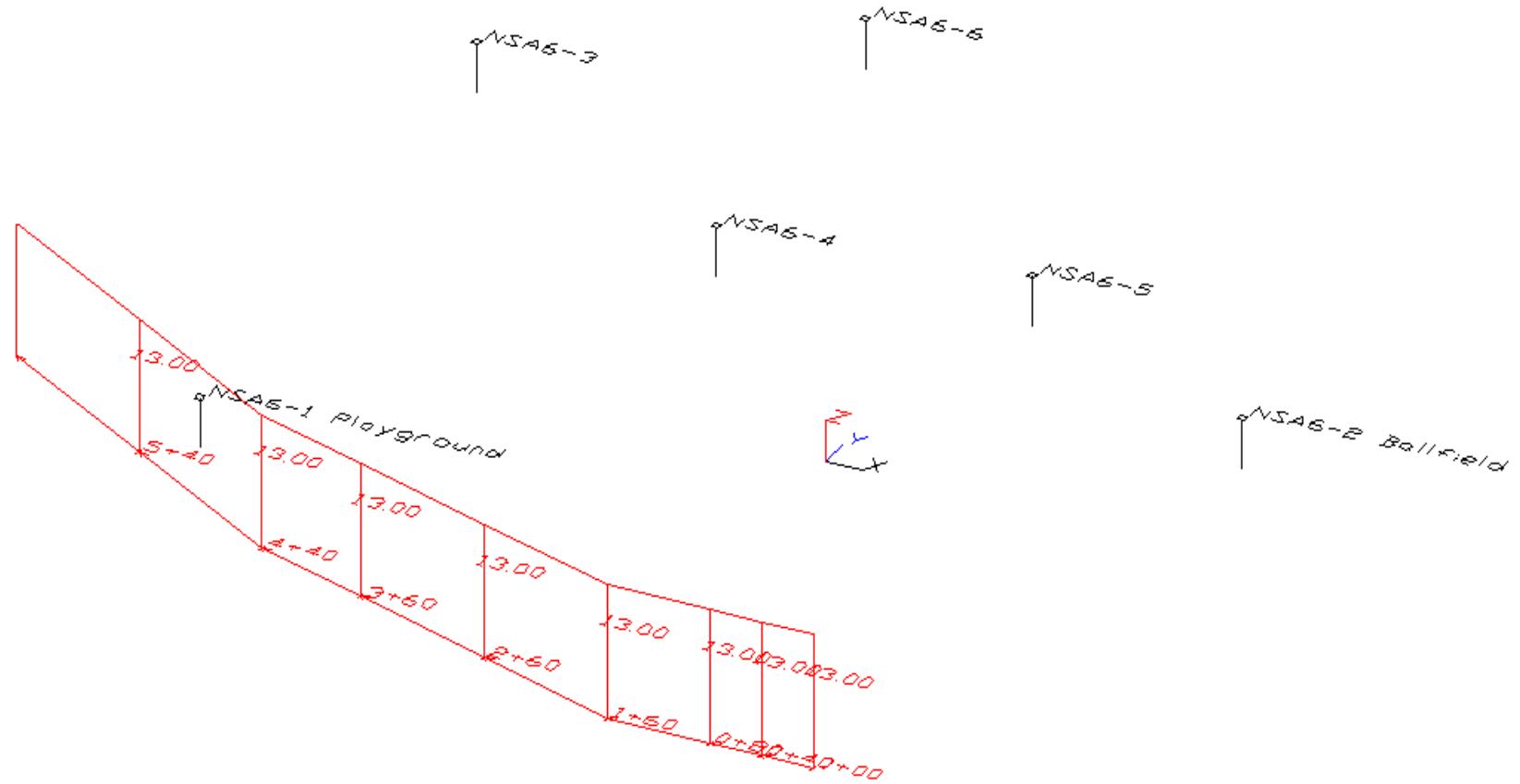
INPUT: BARRIERS

HAM-75-1.05 PID 113361

Lawhon & Associates	9 May 2022																									
CMCox	TNM 2.5																									
INPUT: BARRIERS																										
PROJECT/CONTRACT: HAM-75-1.05 PID 113361																										
RUN: Design Year Build Alternative I NSA1																										
Barrier	Points																									
Name	Type	Height		If Wall	If Berm		Add'tnl	Name	No.	Coordinates (bottom)	Height	Segment														
		Min	Max	\$ per	\$ per	Top	Run:Rise			X	Y	Z	at Point													
				Unit	Unit	Width		\$ per					Seg Ht Perturbs													
				Area	Vol.			Unit					Incre- #Up													
								Length					#Dn													
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft		ft	ft	ft	On Struct?													
										ft	ft	ft	Important Reflec-													
													tions?													
NSA 1 EOS	W	5.00	99.99	30.00				0.00	point2568	2568	5,265,602.0	4,299,696.0	536.80	16.00	1.00	4	2									
									point2569	2569	5,265,652.0	4,299,868.0	536.00	16.00	1.00	4	2									
									point2570	2570	5,265,783.5	4,300,307.0	535.70	16.00	1.00	4	2									
									point2571	2571	5,265,901.0	4,300,701.0	535.00	16.00	1.00	4	2									
									point2572	2572	5,265,984.0	4,301,008.0	536.00	16.00	1.00	4	2									
									point2573	2573	5,266,043.0	4,301,261.0	538.00	16.00												

Design Year 2048
Noise Sensitive Area 6





Noise Barrier NSA6
640' long x 13' high x \$100 = \$832,000
Cost/Benefited Receiver = \$138,670
Feasible and Reasonable
Noise Barrier NSA6 Not

RESULTS: SOUND LEVELS

HAM-75-1.05 PID 113361

Lawhon & Associates CMCox													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		HAM-75-1.05 PID 113361											
RUN:		Design Year Build Alternative I NSA6											
BARRIER DESIGN:		Barrier NSA6 at 13'											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier				Type	With Barrier				
				LAeq1h	Calculated	Crit'n	Calculated		Crit'n	Impact	LAeq1h	Calculated	Goal
			dBA	dBA	dBA	dB	dB	dBA	dB	dB	dB		
NSA6-1 Playground	2114	1	69.2	72.5	66	3.3	10	Snd Lvl	63.9	8.6	5	3.6	
NSA6-2 Ballfield	2115	1	60.5	62.6	66	2.1	10	----	60.3	2.3	5	-2.7	
NSA6-3	2116	10	67.1	68.0	66	0.9	10	Snd Lvl	67.6	0.4	5	-4.6	
NSA6-4	2117	6	62.2	63.9	66	1.7	10	----	61.9	2.0	5	-3.0	
NSA6-5	2118	8	61.0	62.4	66	1.4	10	----	60.1	2.3	5	-2.7	
NSA6-6	2119	4	59.6	62.4	66	2.8	10	----	61.3	1.1	5	-3.9	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		30	0.4	2.8	8.6								
All Impacted		11	0.4	4.5	8.6								
All that meet NR Goal		1	8.6	8.6	8.6								

RESULTS: BARRIER DESCRIPTIONS

HAM-75-1.05 PID 113361

Lawhon & Associates	9 May 2022									
CMCox	TNM 2.5									
RESULTS: BARRIER DESCRIPTIONS										
PROJECT/CONTRACT:	HAM-75-1.05 PID 113361									
RUN:	Design Year Build Alternative I NSA6									
BARRIER DESIGN:	Barrier NSA6 at 13'									
Barriers										
Name	Type	Heights along Barrier			Length	If Wall	If Berm		Cost	
		Min	Avg	Max			Area	Volume		Top
		ft	ft	ft			sq ft	cu yd		ft
Barrier NSA6	W	13.00	13.00	13.00	640	8318			249533	
								Total Cost:	249533	

INPUT: RECEIVERS

HAM-75-1.05 PID 113361

Lawhon & Associates CMCox							9 May 2022 TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:			HAM-75-1.05 PID 113361								
RUN:			Design Year Build Alternative I	NSA6							
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria			Active	
			X	Y	Z	above Ground	Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
NSA6-1 Playground	2114	1	5,267,510.0	4,291,933.0	510.00	4.92	69.20	66	10.0	5.0	Y
NSA6-2 Ballfield	2115	1	5,268,016.0	4,292,063.0	517.00	4.92	60.50	66	10.0	5.0	Y
NSA6-3	2116	10	5,267,491.5	4,292,295.0	513.00	4.92	67.10	66	10.0	5.0	Y
NSA6-4	2117	6	5,267,674.5	4,292,182.0	512.00	4.92	62.20	66	10.0	5.0	Y
NSA6-5	2118	8	5,267,850.5	4,292,173.0	515.00	4.92	61.00	66	10.0	5.0	Y
NSA6-6	2119	4	5,267,659.5	4,292,388.0	514.00	4.92	59.60	66	10.0	5.0	Y

INPUT: BARRIERS

HAM-75-1.05 PID 113361

Lawhon & Associates	9 May 2022																							
CMCox	TNM 2.5																							
INPUT: BARRIERS																								
PROJECT/CONTRACT: HAM-75-1.05 PID 113361																								
RUN: Design Year Build Alternative I NSA6																								
Barrier	Points																							
Name	Type	Height		If Wall	If Berm		Add'tnl	Name	No.	Coordinates (bottom)	Height	Segment												
		Min	Max	\$ per	\$ per	Top	Run:Rise			X	Y	Z	at Point											
				Unit	Unit	Width		\$ per					Seg Ht Perturbs											
				Area	Vol.			Unit					Incre- #Up											
							Length						#Dn											
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft		ft	ft	ft	On Struct?											
													Important Reflec- tions?											
Barrier NSA6	W	5.00	99.99	30.00				0.00	0+00	2585	5,267,974.5	4,291,652.0	521.29	12.00	1.00	4	2							
									0+40	2586	5,267,938.5	4,291,669.0	519.58	12.00	1.00	4	2							
									0+80	2587	5,267,902.5	4,291,686.5	517.87	12.00	1.00	4	2							
									1+60	2589	5,267,830.5	4,291,721.5	514.45	12.00	1.00	4	2							
									2+60	2590	5,267,742.0	4,291,767.5	512.90	12.00	1.00	4	2							
									3+60	2591	5,267,653.0	4,291,814.0	511.35	12.00	1.00	4	2							
									4+40	2592	5,267,582.0	4,291,851.0	510.11	12.00	1.00	4	2							
									5+40	2593	5,267,493.5	4,291,897.5	511.99	12.00	1.00	4	2							
									6+40	2594	5,267,405.0	4,291,943.5	513.87	12.00										