Illinois Route 60/83

Widening and Reconstruction
IL Route 176 to IL Route 60
P-91-084-97

Traffic Noise Analysis Technical Report

FINAL

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1. INTRODUCTION

This traffic noise analysis has been performed to evaluate traffic noise associated with the proposed improvements to approximately 4 miles of IL 60/83 located primarily in Mundelein, Lake County, Illinois. The noise analysis area, shown in **Figure 1** (found in **Appendix A**), includes IL 60/83 from just north of IL 176 to just south of IL 60 (Townline Road). The proposed analysis will evaluate existing and future noise conditions, and if appropriate, potential noise abatement options.

This technical report presents the traffic noise analysis performed for IL 60/83. Section 2 summarizes the federal and state noise regulations. This report contains a discussion of noise sensitive receptors (Section 3), a description of the noise analysis methodology (Section 4), the analysis of the existing and future noise levels (Section 5), abatement analysis (Section 6), construction noise (Section 7), and the analysis summary (Section 8).

1.1 Project Description

The proposed project is to widen the existing IL 60/83 two-lane rural road to four urban traffic lanes with a median and intersection channelization and signalization at major intersections. The improvement includes the provisions of a shared-use path even if the construction of the shared-use path does not occur with this improvement. In addition, the improvement includes a bridge carrying IL 60/83 over the Wisconsin Central, LTD. railroad tracks.

1.2 Existing Land Use

The existing land use is a mixture of residential, commercial, and institutional with the majority of the commercial and institutional land uses concentrated at the intersections of Hawley Street, Midlothian Road, Diamond Lake Road, and Townline Road with two places of worship located on the northeast corner of Hawley Street with IL 60/83 and just north of the intersection of Diamond Lake Road and IL 60/83. The residential land uses include single-family, two-family, and multi-family (town homes) structures. The multi-family structures are found between IL 60/83 and Diamond Lake near the southern termini of the project.

2. NOISE BACKGROUND AND REGULATIONS

2.1 Noise Background

Noise is defined as unwanted sound, which is produced by the vibration of sound pressure waves. Environmental noise is a result of everyday occurrences such as transportation systems, industrial processes, building air handling systems, power generation, wind, human activities, etc. Noise can be quantified in many different manners depending on its time, frequency, or loudness characteristics. In general, environmental noise assessments address relative changes in noise levels over time and relate those changes to effects on human beings.

Noise magnitude is expressed in units of decibels (dB) which is a logarithmic quantity comparing fluctuating air pressure to that of a standardized reference air pressure of 20 micro-pascals. Noise is expressed as a logarithmic quantity because humans are sensitive to relative changes in noise levels. To illustrate, humans can barely perceive a change in noise levels of +/- 3 dB; can easily perceive a change of +/- 5 dB; and will generally perceive a change of +/- 10 dB as a doubling or halving in noise levels.

With respect to tonal qualities (frequency), a frequency weighting adjustment has been standardized to account for human auditory response over the audible frequency range of approximately 20 Hz to 20,000 Hz. Humans respond less sensitively to low frequency noise ranges, exhibit a maximum sensitivity to tones in mid-frequency ranges, and are somewhat less sensitive at higher frequency ranges. This frequency weighted adjustment is referred to as "A-weighting", with results expressed as A-weighted decibels, or dB(A). The A-weighted noise level is the basic descriptor for environmental noise and is used because:

- It is easily measured,
- It approximates the human ear's sensitivity to sounds of different frequencies,
- It matches attitudinal surveys of noise annoyance better than other noise measurements, and
- Has been adopted as the basic unit of environmental noise by many agencies around the world in dealing with community noise issues.

The equivalent sound level is the steady-state, A-weighted sound level, that contains the same amount of acoustic energy as the actual time-varying, A-weighted sound level over a specified period. If the period is one hour, the descriptor is the hourly equivalent sound level or $L_{eq}(h)$, which is widely used by state highway agencies as a descriptor of traffic noise. It is generally the equivalent level of sound (in decibels or dB(A)) that represents the level of sound, held constant over a specified period, that reflects the same amount of energy as the actual fluctuating noise over that period. $L_{eq}(h)$ is based on the energy average, not a noise level average.

2.2 Federal Regulations

Five separate noise abatement criteria (NAC), based upon land use, are used by the Federal Highway Administration to assess potential noise impacts. NAC apply to Type I and Type II projects only. A traffic noise impact occurs when noise levels approach, meet, or exceed the NAC listed in **Table 1**, or when the predicted noise levels are substantially higher than the existing noise level.

Type I and Type II projects are defined as follows:

- Type I projects – A proposed Federal or Federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. Type I projects are inclusive of the following: construction of a highway on a new location, physical alteration of an existing highway where there is either substantial horizontal alteration and/or substantial vertical alteration, addition of through traffic lanes, addition of an auxiliary lane (when not a turn lane), addition or relocation of interchange lanes or ramps, restriping existing pavement for the purpose of adding a through traffic lane, or the addition/alteration of a weigh station, rest stop, ride-share lot or toll plaza.

- Type II projects – A proposed noise abatement project on an existing fully controlled access state highway. The Illinois Department of Transportation does not maintain a Type II program.

The Illinois Route 60/83 project would be considered Type I because it includes the addition of

through traffic lanes. In determining the applicable noise activity category for the study area, existing land use was reviewed. The applicable NAC for all residential, park, and school receptors evaluated is 67 dB(A). Traffic noise impacts are not associated with commercial receptors until noise levels approach, meet, or exceed 72 dB(A).

TABLE 1 – NOISE ABATEMENT CRITERIA – HOURLY WEIGHTED SOUND LEVEL

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

(1) Includes undeveloped lands permitted for this activity category.
Source: 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise.

Within the IL 60/83 project area, the noise-sensitive receptors are a mixture of residential, commercial, and institutional uses. The residential and institutional uses fall into Activity Category B and Activity Category C, which have an outdoor NAC of 67 dB(A) (**Table 1**). Other receptors are an office, hotels, and restaurants under the Activity Category E with an exterior NAC of 72 dB(A).

2.3 State Regulations

This noise analysis has been performed in accordance with the Illinois Department of Transportation (IDOT) policy that applies to Type I projects, as described in Section 2.2.
IDOT defines noise impacts as follows:

- Design-year traffic noise levels approach, meet or exceed the NAC, with approach defined as 1 dB(A) from the NAC, or
- Design-year traffic noise levels are a substantial increase over existing traffic generated noise levels, defined as an increase greater than 14 dB(A).

3. NOISE RECEPTOR SELECTION

The traffic noise study evaluates the study area using common noise environments (CNEs). Within each of the CNEs, a representative receptor was selected, within 500 feet of the existing centerline of IL 60/83, to represent the CNE. The other receptors within the CNEs will have similar traffic noise levels as the representative receptor.

As described in Section 1.2, the land use within the noise study area is generally residential with some areas of commercial and institutional use concentrated at the major intersections. Thirty-three receptors have been selected to represent the study area. Each receptor will have an associated CNE that it represents. **Table 2** lists the receptor number, activity category, the receptor type, the approximate distance to the Illinois Route 60/83 existing and proposed centerlines, and the number of receptors represented. **Figure 2** in **Appendix A** shows the aerial photograph of the study area with the receptors and CNEs indicated. Receptor locations are between 46 feet and 391 feet from the nearest existing centerline.

TABLE 2 – NOISE RECEPTOR LOCATIONS

Receptor	Activity Category	Receptor Type	Distance to Existing Centerline, ft.	Distance to IL Proposed Centerline, ft.	Number of Receptors Represented
R1	C	Park / Golf Course	116	116	6
R2	B	Single-Family Residence	73	73	21
R3	C	Place of Worship	105	105	1
R4	C	Park / Golf Course	74	74	7
R5	B	Single-Family Residence	80	80	30
R6	B	Single-Family Residence	99	93	16
R7	B	Single-Family Residence	78	84	35
R8	C	Park	80	74	1
R9	B	Single-Family Residence	192	192	2
R10	C	Day Care Facility	391	391	1
R11	C	Day Care Facility	241	241	1
R12	B	Single-Family Residence	74	74	8
R13	B	Single-Family Residence	71	71	12
R14	E	Bar/Restaurant	111	123	1
R15	B	Single-Family Residence	62	62	6
R16	C	Park	223	224	1
R17	B	Single-Family Residence	161	162	11
R18	B	Single-Family Residence	111	108	6
R19	B	Single-Family Residence	68	68	18
R20	B	Single-Family Residence	71	71	11
R21	B	Single-Family Residence	94	94	9
R22	B	Single-Family Residence	63	63	22
R23	C	Place of Worship	87	87	1
R24	B	Single-Family Residence	93	93	1
R25	B	Single-Family Residence	129	129	1

Receptor	Activity Category	Receptor Type	Distance to Existing Centerline, ft.	Distance to IL Proposed Centerline, ft.	Number of Receptors Represented
R26	B	Single-Family Residence	125	125	3
R27	E	Restaurant Patio	109	109	1
R28	B	Single-Family Residence	108	108	1
R29	E	Bar/Restaurant	62	62	1
R30	B	Single-Family Residence	104	104	1
R31	C	Place of Worship	46	46	3
R32	B	Single-Family Residence	49	49	3
R33	B	Single-Family Residence (under construction)	300	300	8

4. NOISE ANALYSIS METHODOLOGY

4.1 Field Noise Measurement Methodology

Noise measurements were taken with a SoundPro DL, BIK030028, which is a Type 2 sound level meter (SLM). The L_{eq} levels were recorded over 10-minute noise sampling periods. Section 3.5.2 Methodology in Noise Monitoring in the IDOT *Highway Traffic Noise Assessment Manual* (June 2011) states noise measurements can range from 8 to 15 minutes, as such, 10-minute noise sampling periods were approved by IDOT for this project. During each noise measurement, the noise meter was tripod-mounted with the microphone located approximately five feet (average ear height) above the ground surface. The foam windscreen (supplied by the manufacturer) was used during all sound measurements.

4.2 Monitoring Results

Noise measurements were obtained on weekdays (Tuesday, Wednesday, or Thursday) between the hours of 9 a.m. and noon and between the hours of 1 p.m. to 4 p.m. during May 2015. Measurements were taken at locations representative of the types of receptors located within the project area, such as residences, schools, churches, etc. Note that not all receptors chosen for computer modeling need to be field measured. Generally, between 25 percent and 50 percent of the receptor locations selected for noise modeling purposes should be evaluated by noise monitoring. The noise measurements along IL 60/83 are summarized in **Table 3**. The field measurement data sheets are provided in **Appendix B**. The noise measurements have been rounded to the nearest whole decibel.

TABLE 3 – SOUND LEVEL MEASUREMENTS

Receptor	Location Description	Measured Level L_{eq} (dB(A))
R3	The Chapel – Northeast corner of IL 60/83 and Hawley Street	62
R4	Countryside Golf Club / Golf Tee – West of IL 60/83	61
R6	Residence – West of IL 60/83, north of Wingate Drive	62
R8	Orchard View Park / Bench – West of IL 60/83, east of Wingate Drive	63
R9	Residence – West of IL 60/83, west of Midlothian Road	53
R10	Kinder Care (day care) – West of IL 60/83, west of Midlothian Road	59
R11	Kinder Care (day care) – West of IL 60/83, east of Midlothian Road	58
R12	Residence – East of IL 60/83, south of Martin Drive	64
R14	Irish Mill Inn – West of IL 60/83, north of Taylor Lake Court	60
R16	Diamond Lake Sports Complex – West of IL 60/83, north of Ridge Court	56

Receptor	Location Description	Measured Level L_{eq} (dB(A))
R18	Residence – East of IL 60/83, north of Lakeview Avenue	61
R21	Residence – West of IL 60/83, south of Maple Avenue	67
R22	Residence – East of IL 60/83, south of Maple Avenue	63
R25	Residence – East of IL 60/83, south of Diamond Lake Road	59

4.3 Traffic Noise Model

Traffic noise levels have been predicted with the FHWA approved Traffic Noise Model (TNM), Version 2.5. TNM is the computer program recommended by FHWA for highway traffic noise prediction and analysis. TNM computes highway traffic noise at nearby receptors and evaluates various heights and locations of proposed highway noise barriers.

Traffic noise levels depend primarily on the number of automobiles and trucks, speeds, and distances of receivers from the roadway. TNM also considers the effects of intervening structures, terrain, vegetation, pavement type, grades, intersections, and atmospheric conditions. The noise model does not include any other sources of ambient noise.

TNM computes traffic noise based on measurements of sound levels from thousands of vehicles operating under different conditions. This database includes vehicles cruising at various speeds, idling vehicles, acceleration, several pavement types, and up-hill grades. The two components of vehicle noise are tire/pavement noise and engine/exhaust noise. The relative contributions of each component depend on the noise frequency, vehicle type, and throttle condition.

Predicting traffic noise levels with available computer models generally is limited to distances of 500 feet from the roadway. As the distance increases, the number and scale of variables affecting noise propagation, such as terrain and meteorological conditions, increases substantially.

4.4 Traffic Volumes, Composition, and Speeds

The traffic data used in this noise analysis have been provided by IDOT using existing (2008) and future (2040) traffic volumes. Traffic data are provided in **Appendix C**.

The TNM uses five vehicle types: automobiles, medium trucks, heavy trucks, buses, and motorcycles. The percentages of medium and heavy trucks were assigned to each roadway based on the IDOT traffic counts from IDOT BDE Section 54-2.01. However, IDOT traffic data did not include buses or motorcycles. Based on the IDOT counts for trucks, the single-unit vehicles were assumed to be medium trucks (3%) and the multi-unit vehicles were assumed to be heavy trucks (5%).

The existing speed limits vary from 50 to 35 miles per hour (mph) on IL 60/83; 35 mph on Hawley Street; 45 mph on Midlothian Road, 40 mph on Diamond Lake Road west of IL 60/83 and 35 mph on Diamond Lake Road east of IL 60/83; and 35 mph on Townline Road. The proposed speed limit on IL 60/83 is 45 mph; 45 mph on Hawley Street and Midlothian; 40 mph on Diamond Lake Road west of IL 60/83 and 35 mph on Diamond Lake Road east of IL 60/83; and 35 mph on Townline Road.

4.5 Receptor Distance/Elevation

Table 2 included the distances of the receptors from the IL 60/83 existing and proposed centerlines. The selected representative receptors include single-family and multi-family residences, a golf course, two parks, three day care facilities, and three places of worship (one includes a small playground). The distance and elevation of each receptor directly affects the predicted traffic noise level. As discussed in **Table 2**, receptor locations are between 46 feet and 391 feet from the nearest existing centerline. Distances between IL 60/83 change in the build condition, of up to 11 feet, due to minimal realignment of the roadway.

4.6 Traffic Noise Model Validation

The TNM validation process verifies the accuracy of the TNM runs used to predict the existing noise levels for the proposed project. The model validation process compares the noise monitoring results to the TNM-predicted existing traffic noise levels. Under IDOT noise policies, noise monitoring results generally should be within +/-3 dB(A) of the TNM-predicted results for the model to be considered validated.

Table 4 compares the measured L_{eq} to the TNM-predicted L_{eq} for the existing conditions at each noise measurement site along IL 60/83. The TNM-predicted L_{eq} were based on the 2008 traffic counts for IL 60/83, Hawley Street, Midlothian Road, Diamond Lake Road, and Townline Road (see **Appendix C**).

TABLE 4 – MEASURED VS. PREDICTED EXISTING L_{eq}

Receptor	Location Description	Measured Noise Level L_{eq} (dB(A))	Predicted Noise Level L_{eq} (dB(A))
R3	The Chapel – Northeast corner of IL 60/83 and Hawley Street	62	65
R4	Countryside Golf Club / Golf Tee – West of IL 60/83	61	65
R6	Residence – West of IL 60/83, north of Wingate Drive	62	64
R8	Orchard View Park / Bench – West of IL 60/83, east of Wingate Drive	63	65
R9	Residence – West of IL 60/83, west of Midlothian Road	53	57
R10	Kinder Care (day care) – West of IL 60/83, west of Midlothian Road	59	59
R11	Kinder Care (day care) – West of IL 60/83, east of Midlothian Road	58	54
R12	Residence – East of IL 60/83, south of Martin Drive	64	65
R14	Irish Mill Inn – West of IL 60/83, north of Taylor Lake Court	60	60
R16	Diamond Lake Sports Complex – West of IL 60/83, north of Ridge Ct	56	56
R18	Residence – East of IL 60/83, north of Lakeview Avenue	61	61
R21	Residence – West of IL 60/83, south of Maple Avenue	67	61
R22	Residence – East of IL 60/83, south of Maple Avenue	63	66
R25	Residence – East of IL 60/83, south of Diamond Lake Road	59	63

At nine of the 14 field measured receptor locations, the measured noise levels were within 3 dB(A) of the modeled noise levels, and at four of the 14 measured locations the measured noise levels were within 4 dB(A) of the predicted results. The likely reason for the -4 dB(A) difference at R4, R9 and R25 between the measured and predicted values is because the actual traffic volumes on the day the noise monitoring occurred were lower than the peak hour volumes utilized in the model. These locations were captured at 9 a.m. and 1 p.m., which are outside of the peak traffic hours. The other +4 dB(A) difference between the measured and predicted values at R11 can be explained because ambient sounds resulting from children playing outside

the day care center were measured by the metering equipment. One measured value (R21) experienced a significant difference between the measured and predicted noise values. These discrepancies can be explained because the noise model does not take into account ambient noises from other sources (see Section 4.3). The receptor with the largest discrepancy is located near an active freight railroad; while the sound reading was being taken, a train could be heard for 2 minutes and 20 seconds and is likely the reason for the higher measured noise reading.

5. TNM RESULTS

Existing (2008), no-build (2040), and build (2040) (without noise abatement) traffic noise levels were predicted for the 33 receptor sites utilizing TNM. **Table 5** presents the existing (2008) and projected (2040) noise levels for the 26 receptor sites.

TABLE 5 – PREDICTED TRAFFIC NOISE LEVELS

Receptor	Activity Category	FHWA NAC $L_{eq}h$ dB(A)	2008 Predicted Existing $L_{eq}h$ dB(A)	2040 No-Build $L_{eq}h$ dB(A)	2040 Proposed (Without Abatement) $L_{eq}h$ dB(A)	Increase from Existing to Proposed $L_{eq}h$ dB(A)	Impacted Receptor
R1	C	67	63	64	62	-1	NO*
R2	B	67	69	70	**71**	2	**YES**
R3	C	67	65	66	**68**	3	**YES**
R4	C	67	65	67	**70**	5	**YES**
R5	B	67	65	66	**67**	2	**YES**
R6	B	67	64	65	**68**	4	**YES**
R7	B	67	65	66	**67**	2	**YES**
R8	C	67	65	66	**70**	5	**YES**
R9	B	67	57	58	60	3	NO
R10	C	67	59	61	63	4	NO
R11	C	67	54	55	57	3	NO
R12	B	67	65	65	**70**	5	**YES**
R13	B	67	65	65	**72**	7	**YES**
R14	E	72	60	60	64	4	NO
R15	B	67	65	66	**71**	6	**YES**
R16	C	67	56	56	60	4	NO
R17	B	67	56	56	59	3	NO
R18	B	67	61	61	64	3	NO
R19	B	67	67	67	**72**	5	**YES**
R20	B	67	66	66	**70**	4	**YES**
R21	B	67	61	61	65	4	NO
R22	B	67	66	66	65	-1	NO**
R23	C	67	66	66	**66**	0	**YES**
R24	B	67	66	67	Acquired Property		
R25	B	67	63	63	65	2	NO
R26	B	67	68	68	**69**	1	**YES**
R27	E	72	67	68	69	2	NO
R28	B	67	63	64	64	1	NO
R29	E	72	72	72	**75**	3	**YES**
R30	B	67	64	64	65	1	NO
R31	C	67	70	71	**71**	1	**YES**
R32	B	67	70	70	**71**	1	**YES**
R33	B	67	55	56	56	1	NO

Note: Predicted traffic noise levels in a shaded cell will approach [within 1 dB(A)], equal, or exceed FHWA NAC.

*This receptor experiences a 1 dB(A) noise reduction in the proposed condition when compared with the existing condition because of the speed limit reduction (50 mph to 45 mph) within this roadway segment.

**This receptor experiences a 1 dB(A) noise reduction in the proposed condition when compared with the existing condition because the proposed roadway is significantly higher at this location than the existing roadway due the planned overpass over the WCL Railroad.

The input and output of the TNM runs can be found in **Appendix D**.

5.1 Existing Year Traffic (2008)

Traffic L_{eq} levels for the year 2008 existing conditions have been determined with the same TNM computer modeling techniques and assumptions as for the proposed project. The L_{eq} levels for the 2008 existing conditions were predicted from the peak-hour traffic volumes and speed limits (see **Appendix C**). Predicting existing L_{eq} levels provides a baseline for comparison of potential impacts, particularly at receptors without sound-level measurements. Modeling existing conditions based on peak-hour volumes is a valid technique to determine existing conditions at locations where existing traffic sound levels are predominantly from the adjacent roadways.

The predicted traffic L_{eq} levels for the 2008 existing conditions are presented in **Table 4**. The higher traffic noise levels occur at CNEs located closer to the IL 60/83 right-of-way. Lower traffic noise levels occur at receptors located farther from the IL 60/83 right-of-way where shielded by existing buildings.

The predicted existing L_{eq} levels have been based on peak-hour traffic volumes and posted speeds. The measured sound levels at several locations included local traffic on side streets and non-traffic noise. Measured noise levels are only valid for the specific point in time and conditions when the noise measurements were taken.

5.2 No-Build Traffic (2040)

No-Build represents future traffic conditions along IL 60/83 without the proposed improvements. No-Build includes the current roadway alignments, but with higher traffic volumes during the design year of 2040. No-Build describes the future traffic noise likely to occur if roadway improvements would not be undertaken by the proposed project.

Under No-Build, the predicted traffic L_{eq} levels are presented in **Table 5**. Compared with the predicted 2008 existing conditions, future traffic L_{eq} levels under No-Build would increase between 0 and 2 dB(A) at all locations analyzed. This increase in future traffic L_{eq} levels without the proposed project would result from the growth in traffic volumes from 2008 to 2040 on IL 60/83.

5.3 Proposed Build Traffic (2040)

Under the proposed project, the predicted traffic L_{eq} levels are presented in **Table 5**. Predicted traffic L_{eq} levels that approach, meet, or exceed the FHWA NAC will result in traffic noise impacts under the proposed project. Receptors with traffic noise impacts under the proposed project are identified in **Table 5**. Under the proposed project, 17 of the 33 receptors analyzed will approach, meet, or exceed the FHWA NAC and are considered impacted.

At 29 of the 33 locations along IL 60/83, the traffic L_{eq} under the proposed project will increase between 1 and 7 dB(A) compared to the predicted 2008 existing conditions. There will be no change in L_{eq} levels at one location and there will be a decrease of 1 dB(A) at two locations. The 0 to 7 dB(A) increases in traffic noise levels under the proposed project would be less than the IDOT criterion for a substantial increase of greater than 14 dB(A) at all receptors along the

proposed IL 60/83 project. The primary reason for the majority of the receptors experiencing an increase in noise is due to the projected growth in traffic volumes and the proposed lateral location of the roadway being closer to the receptors. Receptor R1 is one of the two locations that experiences a 1 dB(A) noise reduction in the proposed condition when compared with the existing condition because of the speed limit reduction from 50 mph (existing rural cross section) to 45 mph (proposed suburban cross sections) within this roadway segment. The other receptor that experiences a 1 dB(A) noise reduction is R22 because the proposed roadway is significantly higher at this location than the existing roadway profile due the planned overpass over the WCL Railroad.

6. ABATEMENT ANALYSIS

6.1 Noise Barrier Analyses

The abatement analysis identifies potential noise abatement measures for areas with traffic noise impacts under the proposed IL 60/83 project improvements. The noise abatement analysis was evaluated under FHWA regulations contained in CFR Title 23 Part 772 and IDOT *Highway Traffic Noise Assessment Manual*. Any noise abatement measure must be determined to be both feasible and reasonable to be considered for implementation.

The effectiveness of a noise barrier depends on its height and length, its location relative to the roadway and receiver, intervening structures, and terrain of the project site. To be effective, a noise barrier must block the "line of sight" between the highest point of a noise source and the receiver. It must be long enough to prevent noise from passing around the ends, have no openings such as driveways, and be constructed with a material thick and dense enough to minimize the noise transmitted through it.

Noise barriers usually are either walls or earth berms. Berms require a wide space, and adequate space for berms would not be available within the IL 60/83 project area because of limited available right-of-way. Therefore this Noise Analysis has evaluated noise walls as the means of noise abatement.

Potential noise walls were considered at 17 receptors with traffic impacts predicted under 2040 build conditions as identified in **Table 5**. Note that receptor R24 is proposed to be acquired in order to improve the intersection of IL 60/83 and Diamond Lake Road to eliminate an undesirable horizontal alignment and therefore is not considered an impacted receptor. Potential noise walls have been evaluated considering the site-specific topography, intervening terrain, distance between the roadway and receivers, roadway configurations, and projected future traffic volumes and speeds. Analysis results with noise abatement are presented in **Table 6**.

6.2 Feasibility and Reasonableness

The first step in the noise barrier analysis is to determine whether a potential noise wall would achieve the noise reduction design goal and would be considered feasible. Feasibility generally addresses the engineering aspects of implementing a noise barrier. This includes considerations for safety, drainage, and utilities. Feasibility also includes whether a structure could support the load of a noise wall. A noise abatement measure must achieve the traffic noise reduction feasibility criterion of at least 5 dB(A) for at least one impacted receptor for it to be considered a feasible noise abatement measure. Receptor R26 does not satisfy the 5 dB(A) noise reduction

minimum. In addition to receptor R26, there are five locations along IL 60/83 (R12, R13, R15, R19, R20) where noise walls were evaluated with frequent gaps due to many closely spaced residential driveways. Receptors R12, R15, R19, and R20, shielded by barriers 14, 16, 17 and 18 in this area did not achieve the 5 dB(A) noise reduction minimum while receptor R13 did meet the criterion. The numerous driveways prevent a continuous barrier from being installed and appear to be ineffective in blocking the "line of sight" between the noise source and the receiver based on model results. This is the likely reason for not achieving the traffic noise reduction feasibility criterion along these segments of IL 60/83.

Reasonableness is determined based on achieving 3 evaluation criteria:

- noise reduction design goal
- cost effectiveness of the noise barrier (cost per benefitted receptor)
- viewpoints of benefitted receptors

6.3 Noise Reduction Design Goal

In order to meet the noise reduction design criterion for reasonableness, an 8 dB(A) traffic noise reduction must be experienced by at least one benefited receptor. A benefited receptor is a recipient of at least a 5 dB(A) noise reduction resulting from abatement measure. Ten of the receptors (R2, R4, R5, R6, R7, R8, R23, R29, R31 and R32) will experience at least an 8 dB(A) noise reduction. Receptor R3 meets the 5 dB(A) noise reduction minimum but not the IDOT design minimum of 8 dB(A). **Table 6** summarizes the TNM noise results with and without noise abatement barriers for the benefitted receptors.

TABLE 6 – POTENTIAL NOISE BARRIERS

Re-ceptor	Noise Barrier No.	Potential Barrier Height H Length L (ft.)	2040 Proposed (No Barrier) $L_{eq}h$ dB(A)	2040 Proposed (With Barrier) $L_{eq}h$ dB(A)	Noise Reduction $L_{eq}h$ dB(A)	Noise Abatement (Barrier) Recommended for Additional Reasonableness Analysis
R2	1	11.0′ H 1,851′ L	71	62	9	**YES** – 8 dB(A) noise reduction goal achieved
R4	2	10.5′ H 2,405′ L	70	59	11	**NO** – 8 dB(A) noise reduction goal achieved, but barrier is not cost effective. (Refer to Tables 8/9)
R3	3	11.5′ H 230′ L	68	63	5	**NO** – 8 dB(A) design goal not satisfied
R6	4	10.5′ H 1604′ L	68	59	9	**YES** – 8 dB(A) noise reduction goal achieved
R8	5	10.5′ H 643′ L	70	58	12	**NO** – 8 dB(A) noise reduction goal achieved, but barrier is not cost effective. (Refer to Tables 8/9)
R7	6	10.5′ H 1686′ L	67	56	11	**YES** – 8 dB(A) noise reduction goal achieved
N/A	7	Barrier 7 Combined with Barrier 6				
R23	8	10.5′ H 361′ L	66	58	8	**NO** – 8 dB(A) noise reduction goal achieved, but barrier is not cost effective. (Refer to Tables 8/9)
R5	9	12.5′ H 2,394′ L	67	58	9	**YES** – 8 dB(A) noise reduction goal achieved
R26	10	12.5′ H 429′ L	69	65	4	**NO** – 8 dB(A) design goal not satisfied
R29	11	10.5′ H 193′ L	75	60	15	**YES** – 8 dB(A) noise reduction goal achieved
R31	12	11.5′ H 529′ L	71	63	8	**NO** – 8 dB(A) noise reduction goal achieved, but barrier is not cost effective. (Refer to Tables 8/9)
R32	13	12.5′ H 607′ L	71	61	10	**NO** – 8 dB(A) noise reduction goal achieved, but barrier is not cost effective. (Refer to Tables 8/9)
R12	14	11.5′ H 622′ L	70	67	3	**NO** – 8 dB(A) design goal not satisfied
R13	15	11.5′ H 721′ L	72	67	5	**NO** – 8 dB(A) design goal not satisfied
R15	16	11.5′ H 937′ L	71	67	4	**NO** – 8 dB(A) design goal not satisfied
R19	17	11.5′ H 878′ L	72	70	2	**NO** – 8 dB(A) design goal not satisfied
R20	18	11.5′ H 595′ L	70	68	2	**NO** – 8 dB(A) design goal not satisfied

6.4 Economic Reasonableness

For potential noise walls which achieved the noise reduction design goal and were found to be feasible (**Table 6**), the next step is evaluating their economic reasonableness. This considers the overall cost of the noise barrier, the number of benefited receptors, and the cost-effectiveness (cost per benefited receptor).

Key assumptions for the evaluation of economic reasonableness under IDOT noise policies include:

- The current unit cost used to determine the construction cost for noise barriers is $25 per square foot (per IDOT 2011 Noise Assessment Manual). The cost of right-of-way acquisition for the purpose of noise barrier construction also should be included if acquisition is needed solely for noise barrier construction.
- A benefited receptor is considered any sensitive receptor that receives at least a 5 dB(A) traffic noise reduction as a result of the noise barrier, regardless of whether the receptor was identified as impacted.

The estimated build cost of each noise abatement measure may not exceed the allowable noise abatement cost, based on a cost-per-benefited-receptor comparison. The base value for the allowable noise abatement cost is $24,000 per benefited receptor. Three other reasonableness factors shall be considered to potentially adjust the allowable noise abatement base value cost of $24,000 per benefited receptor. These three reasonableness factors include:

1) the absolute noise level of the benefited receptors in the design year build scenario before noise abatement,
2) the incremental increase in noise level between the existing noise level at the benefited receptor and the predicted build noise level before noise abatement and
3) the date of development compared to the construction date of the highway. The three reasonableness adjustment factors result in a potential maximum allowable noise abatement cost of $37,000 per benefited receptor.

If the estimated build cost of noise abatement per benefited receptor is less than the adjusted allowable noise abatement cost per benefited receptor, then the noise abatement measure achieves the cost-effective reasonableness criterion. Generally, the evaluation should provide traffic noise reductions to as many impacted receptors as possible and/or provide as much noise reduction as possible while remaining within the economic reasonableness criterion.

Cost averaging of noise abatement among CNEs also may be used when conducting the reasonableness evaluation. For a single noise abatement measure to be considered as part of a cost averaging evaluation, the estimated build cost of noise abatement per benefited receptor may not exceed two times the adjusted allowable noise abatement cost per benefited receptor. For cost averaging analysis, the noise abatement measures achieve the cost reasonableness criterion if the common CNE collective average estimated build cost of noise abatement per benefited receptor is less than the collective average adjusted allowable cost per benefited receptor.

The evaluation of feasibility and economic reasonableness is presented in **Tables 7** and **8** for those barriers found to be feasible and that would achieve the noise reduction design goal. Potential noise wall locations are depicted in **Appendix A**, **Figure 2**.

TABLE 7 – ADJUSTED ALLOWABLE COST per BENEFITED RECEPTOR CALCULATIONS

Receptor	2040 Build Noise Level L_{eq} dB(A)	Increase in Noise, 2008 Existing to Build L_{eq} dB(A)	Receptor Built Before Roadway, Yes/No	Traffic Noise Factor	Noise Increase Factor	Receptor Built Before Roadway Factor	Sum of Cost Adjustments	Total Adjusted Allowable Cost per Receptor*
R2	71	2	No	$1,000	$0	$0	$1,000	$25,000
R3	68	3	No	$0	$0	$0	$0	$24,000
R4	70	5	No	$1,000	$1,000	$0	$2,000	$26,000
R5	67	2	No	$0	$0	$0	$0	$24,000
R6	68	4	No	$0	$0	$0	$0	$24,000
R7	67	2	No	$0	$0	$0	$0	$24,000
R8	70	5	No	$1,000	$1,000	$0	$2,000	$26,000
R23	66	0	No	$0	$0	$0	$0	$24,000
R29	75	3	No	$2,000	$0	$0	$2,000	$26,000
R31	71	1	No	$1,000	$0	$0	$1,000	$25,000
R32	71	1	No	$1,000	$0	$0	$1,000	$25,000

* Sum of Adjustment Factors, added to the base value of $24,000

TABLE 8 – BARRIER REASONABLENESS

Barrier No.	CNE Bene-fited	Wall Length (Ft.)	Wall Height (Ft.)	Total Wall Square Footage	Total Noise Wall Cost[1]	Total Benefited[2] Receptors	Noise Wall Cost per Benefited Receptor[3]	Adjusted Allowable Cost per Benefited Receptor[4]	Recommendation[5]
1	2	1,851	11.0	20,361	$509,025	22	$23,138	$25,000	Reasonable
2	4	2,405	10.5	25,253	$631,325	7	$90,189	$26,000	Unreasonable
3	3	N/A; 8 dB(A) design goal not satisfied							Unreasonable
4	6	1,604	10.5	16,842	$421,050	19	$22,161	$24,000	Reasonable
5	8	643	10.5	6,752	$168,800	1	$168,800	$26,000	Unreasonable
6	7	1,686	10.5	17,703	$442,575	39	$11,348	$24,000	Reasonable
7	Barrier 7 Combined with Barrier 6								
8	23	361	10.5	3,791	$94,775	1	$94,775	$24,000	Unreasonable
9	5	2,394	12.5	29,925	$748,125	35	$21,375	$24,000	Reasonable
10	26	N/A; 8 dB(A) design goal not satisfied							Unreasonable
11	29	193	10.5	2,027	$50,675	1	$50,675	$26,000	Reasonable[6]
12	31	529	11.5	6,084	$152,100	3	$50,700	$25,000	Unreasonable
13	32	607	12.5	7,588	$189,700	3	$63,233	$25,000	Unreasonable
14	12	N/A; 8 dB(A) design goal not satisfied							Unreasonable
15	13	N/A; 8 dB(A) design goal not satisfied							Unreasonable
16	15	N/A; 8 dB(A) design goal not satisfied							Unreasonable
17	19	N/A; 8 dB(A) design goal not satisfied							Unreasonable
18	20	N/A; 8 dB(A) design goal not satisfied							Unreasonable

(1) Noise wall cost based on $25 per square foot construction cost
(2) A benefited receptor is defined as receiving at least a 5 dB(A) traffic noise reduction
(3) Total noise wall cost divided by total number of benefited receptors
(4) Total Adjusted Allowable Cost per Receptor from **Table 7**
(5) Reasonableness Criterion is passed if Noise Wall Cost per Benefited Receptor is less than the Adjusted Allowable Cost per Benefited Receptor
(6) Considered reasonable when analyzed with cost averaging methodology (cumulative cost analysis), but unreasonable based on cost per benefited receptor (stand-alone cost analysis). See **Table 9**.

TABLE 9 – COST AVERAGING

Barrier No.	CNEs Bene-fitted	Total Bene-fitted[1] Receptors	Total Noise Wall Cost[2]	Noise Wall Cost per Benefited Receptor [3]	Adjusted Allowable Cost per Benefited Receptor[4]	Ratio of Wall to Adjusted Allowable	Cumulative Estimated Build Cost per Benefited Receptor	Cumulative Adjusted Allowable Cost per Benefited Receptor	Recommendation
6	7	39	$442,575	$11,348	$24,000	0.473	$11,348	$24,000	Cost-Effective Stand Alone
9	5	35	$748,125	$21,375	$24,000	0.891	$16,091	$24,000	Cost-Effective Stand Alone
4	6	19	$421,050	$22,161	$24,000	0.923	$17,331	$24,000	Cost-Effective Stand Alone
1	2	22	$509,025	$23,138	$25,000	0.926	$18,442	$24,191	Cost-Effective Stand Alone
11	29	1	$50,675	$50,675	$26,000	1.949	$18,719	$24,207	Cost-Effective Cumulative
12	~~31~~	~~3~~	~~$152,100~~	~~$50,700~~	~~$25,000~~	~~2.028~~	Not part of evaluation as estimated cost is more than 2 times the adjusted allowed cost		Not Cost Effective[5]
13	~~32~~	~~3~~	~~$189,700~~	~~$63,233~~	~~$25,000~~	~~2.342~~			Not Cost Effective[5]
2	~~4~~	~~7~~	~~$631,325~~	~~$90,189~~	~~$26,000~~	~~3.469~~			Not Cost Effective[5]
8	~~23~~	~~1~~	~~$94,775~~	~~$94,775~~	~~$24,000~~	~~3.949~~			Not Cost Effective[5]
5	~~8~~	~~1~~	~~$168,800~~	~~$168,800~~	~~$26,000~~	~~6.492~~			Not Cost Effective[5]

[1] A benefited receptor is defined as receiving at least a 5 dB(A) traffic noise reduction
[2] Noise wall cost based on $25 per square foot construction cost
[3] Total noise wall cost divided by total number of benefited receptors
[4] Total Adjusted Allowable Cost per Receptor from **Table 7**
[5] Per Section 4.2.1.2 of the *Highway Traffic Noise Assessment Manual*, 2011

6.5 Viewpoint Solicitation and Tally of Benefited Noise Receptors

As shown in **Table 9**, there are 10 locations where noise walls were evaluated for cost because they met the 8 dB(A) design goal reduction. The ten barriers analyzed for cost involve 10 CNEs with a total of 131 benefited receptors. Five barriers were determined to be not cost effective and were removed from the cost averaging evaluation; as these barriers had an estimated build cost more than double the adjusted allowable cost per benefitted receptor. The remaining barriers considered for implementation include five barriers, five CNEs, and 116 benefited receptors. The solicitation of viewpoints from the benefitted receptors was performed during the public comment period following the noise forum held in January 2017. The first solicitation of viewpoints was mailed to the benefitted receptors on February 15, 2017. The initial solicitation met the desired 33.3% response rate goal for noise barriers 1, 4, 9 and 11. A second solicitation was sent for noise barrier 6, and it was mailed on April 3, 2017. Six additional responses were received as a result of the 2nd mailing. Based on the viewpoint solicitation results, 4 barriers (Barrier No. 1, 4, 6 and 9) have been approved and one barrier (Barrier 11) has been rejected.

A summary of the viewpoint solicitation results are provided in **Table 10** below.

TABLE 10 – VIEWPOINT SOLICITATION RESULTS SUMMARY

Barrier No.	Benefited Receptors	Mailed Forms Returned	Response Rate (Target: 33.3%)	Total Votes Cast	Support Barrier Votes	Against Barrier Votes	Un-decided Votes	Vote Majority Result
1	22	19 of 23	83%	26	23	3	0	**SUPPORT**
4	19	10 of 19	53%	18	18	0	0	**SUPPORT**
6	39	17 of 48	35%	32	30	0	2	**SUPPORT**
9	35	15 of 41	37%	22	19	3	0	**SUPPORT**
11	1	1 of 2	50%	2	0	2	0	**AGAINST**

6.6 Likelihood Statement

Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonableness criteria following the viewpoint solicitation are barriers 1, 4, 6 and 9. The locations of these barriers are shown in Figure 2. These barriers total approximately 7,535 feet in length and result in 115 benefitted receptors. If it subsequently develops during final design that constraints not foreseen in the preliminary design occur, or public input substantially changes reasonableness, the abatement measure may need to be modified or removed from the project plans. A final decision on the installation of abatement measure(s) will be made upon completion of project's final design and the public involvement process.

7. CONSTRUCTION NOISE

7.1 Construction Noise Impacts

Construction noise varies greatly depending on the equipment being used, the condition of the equipment, and the activities being conducted. Noise levels also depend on the time and duration of the construction activity. Noise from stationary and mobile construction equipment is primarily from the engine and exhaust. Mobile construction equipment rarely travels at high speeds where wind noise and tire noise are critical.

Trucks and machinery used for construction produce noise which may affect some land uses and activities during the construction period. Residents along the alignment will at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois Department of Transportation's *Standard Specifications for Road and Bridge Construction* as Article 107.35. Any potential construction noise impacts will be considered temporary or short-term impacts. Construction activities will include reasonable abatement measures to avoid excessive construction noise impacts.

7.2 Construction Noise Abatement

Abatement of construction noise could be accomplished by construction staging, sequencing of operations, or alternative construction methods. Typically, the construction methods to be used for a project are determined in the final engineering design. To minimize or eliminate the effect of construction noise, mitigation measures are incorporated by IDOT.

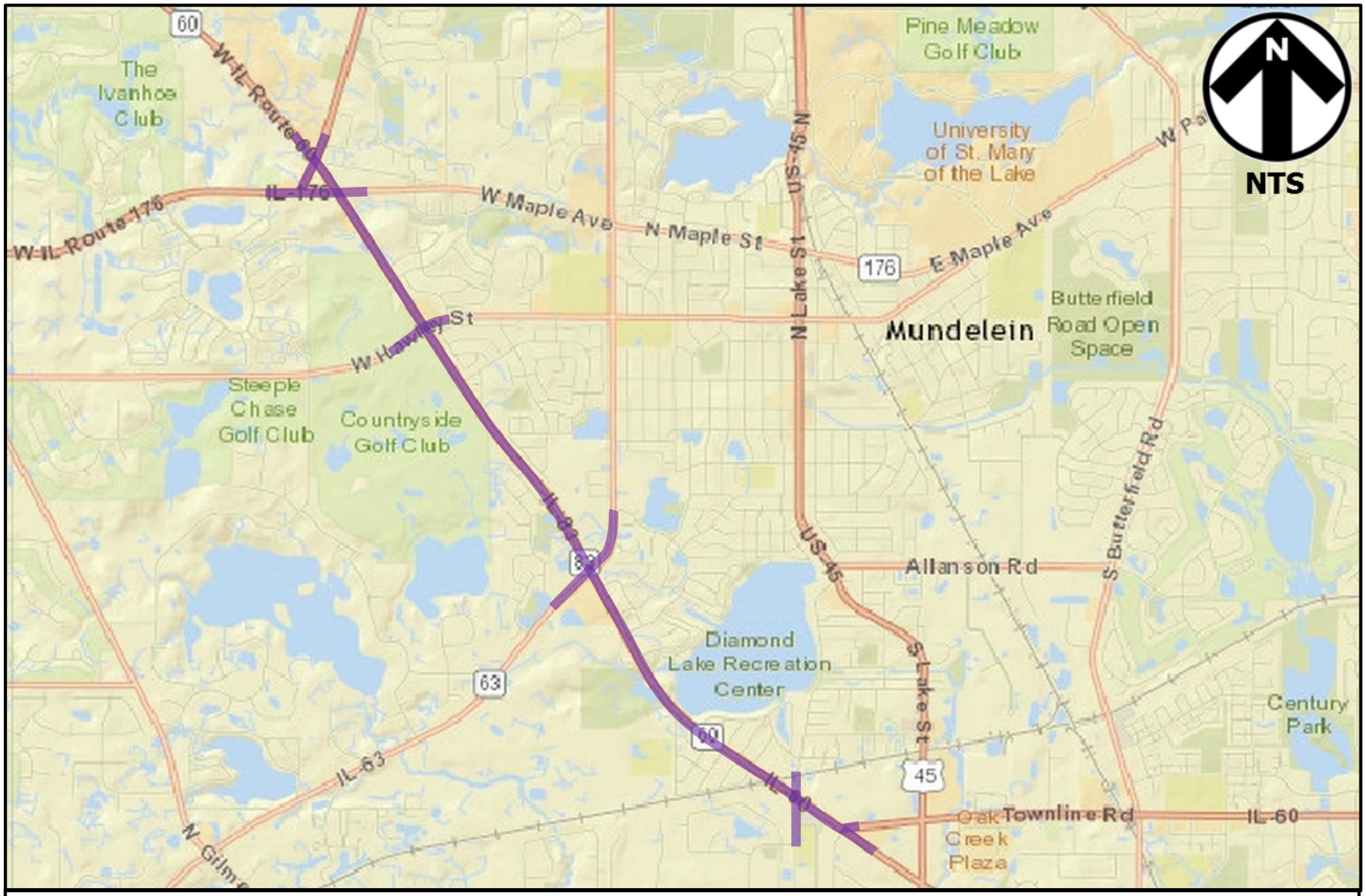
8. SUMMARY

This traffic noise analysis has been conducted to evaluate potential traffic noise impacts for the proposed improvements of IL 60/83 in unincorporated Lake County, Village of Mundelein, and Village of Long Grove, Illinois. Traffic noise was evaluated at 33 receptor locations. Traffic noise levels were evaluated for the existing (2008) and projected (2040) traffic volumes in the no-build and build scenarios.

Projected build 2040 noise levels approached, met, or exceeded NAC at 17 receptor locations – R2, R3, R4, R5, R6, R7, R8, R12, R13, R15, R19, R20, R23, R26, R29, R31 and R32, due to the increase in traffic volumes and wider roadway cross section. None of the receptors had noise levels increases equal to or greater than 14 dB(A), which is considered a substantial increase in traffic noise levels. Since the receptors are impacted in the build scenario, a noise barrier abatement analysis was performed. Five barriers, based on the guidelines and definitions set forth in IDOT's *Highway Traffic Noise Assessment Manual,* June 2011, were found to meet feasibility and reasonableness criteria for viewpoint solicitation, which include Barriers 1, 4, 6, 9 and 11 (see **Table 9** and **Appendix A**, **Figure 2**). Based on the viewpoint solicitation results, the remaining barriers that were found to be feasible and reasonable include Barriers 1, 4, 6 and 9 with a total length of 1.43 miles and benefit a total of 115 receptors. The final component of reasonableness is obtaining the viewpoints of benefited receptors. The viewpoints of benefited receptors will be solicited, at a future time, for these five noise barriers.

APPENDIX A – Figures

FIGURE 1 – PROJECT LOCATION MAP



ILLINOIS ROUTE 60/83
MUNDELEIN, LONG GROVE, and LAKE COUNTY, ILLINOIS

PROJECT LOCATION

Source: U.S. Department of the Interior, U.S. Fish & Wildlife Service, National Wetlands Inventory Wetland Mapper, August 2015

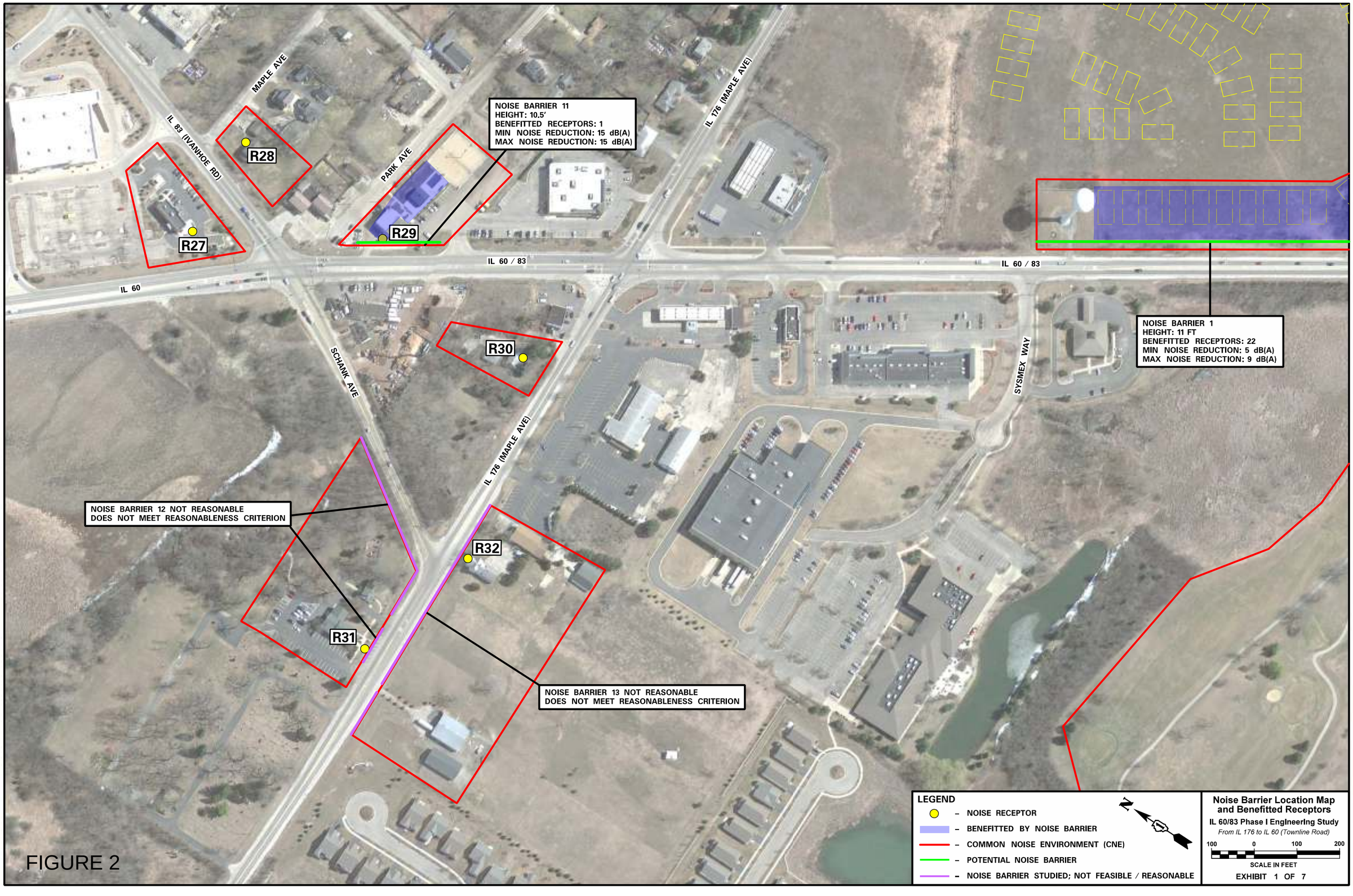

MAPLE AVE
IL 83 (IVANHOE RD)
PARK AVE
IL 176 (MAPLE AVE)
IL 60
IL 60 / 83
IL 60 / 83
SCHANK AVE
IL 176 (MAPLE AVE)
SYSMEX WAY
R27
R28
R29
R30
R31
R32
NOISE BARRIER 11
HEIGHT: 10.5'
BENEFITTED RECEPTORS: 1
MIN NOISE REDUCTION: 15 dB(A)
MAX NOISE REDUCTION: 15 dB(A)
NOISE BARRIER 1
HEIGHT: 11 FT
BENEFITTED RECEPTORS: 22
MIN NOISE REDUCTION: 5 dB(A)
MAX NOISE REDUCTION: 9 dB(A)
NOISE BARRIER 12 NOT REASONABLE
DOES NOT MEET REASONABLENESS CRITERION
NOISE BARRIER 13 NOT REASONABLE
DOES NOT MEET REASONABLENESS CRITERION
LEGEND
– NOISE RECEPTOR
– BENEFITTED BY NOISE BARRIER
– COMMON NOISE ENVIRONMENT (CNE)
– POTENTIAL NOISE BARRIER
– NOISE BARRIER STUDIED; NOT FEASIBLE / REASONABLE
N
Noise Barrier Location Map
and Benefitted Receptors
IL 60/83 Phase I Engineering Study
From IL 176 to IL 60 (Townline Road)
100 0 100 200
SCALE IN FEET
EXHIBIT 1 OF 7

FIGURE 2

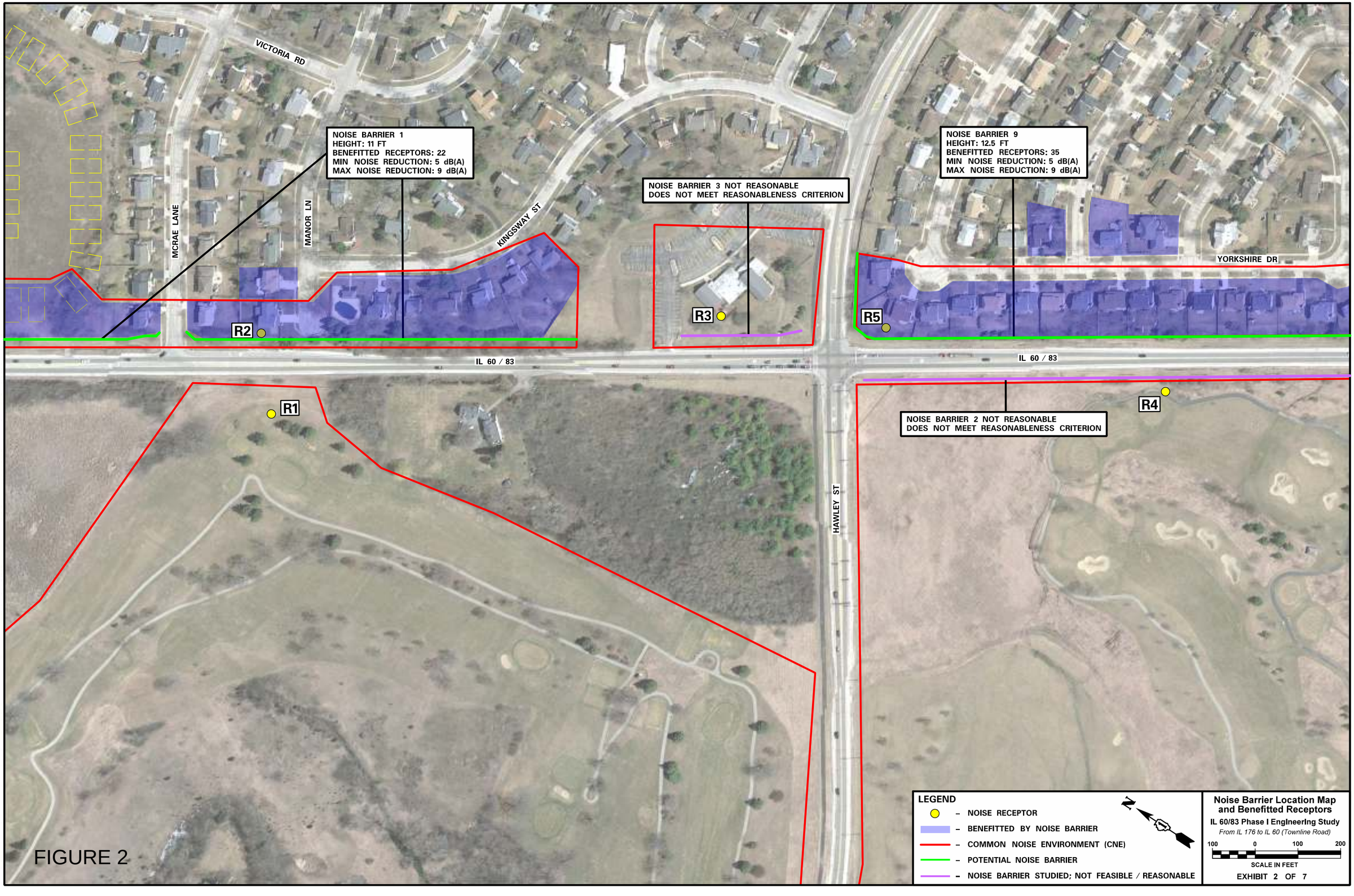

VICTORIA RD
MCRAE LANE
MANOR LN
KINGSWAY ST
NOISE BARRIER 1
HEIGHT: 11 FT
BENEFITTED RECEPTORS: 22
MIN NOISE REDUCTION: 5 dB(A)
MAX NOISE REDUCTION: 9 dB(A)
NOISE BARRIER 3 NOT REASONABLE
DOES NOT MEET REASONABLENESS CRITERION
NOISE BARRIER 9
HEIGHT: 12.5 FT
BENEFITTED RECEPTORS: 35
MIN NOISE REDUCTION: 5 dB(A)
MAX NOISE REDUCTION: 9 dB(A)
YORKSHIRE DR
R1
R2
R3
R4
R5
IL 60 / 83
IL 60 / 83
HAWLEY ST
NOISE BARRIER 2 NOT REASONABLE
DOES NOT MEET REASONABLENESS CRITERION
LEGEND
– NOISE RECEPTOR
– BENEFITTED BY NOISE BARRIER
– COMMON NOISE ENVIRONMENT (CNE)
– POTENTIAL NOISE BARRIER
– NOISE BARRIER STUDIED; NOT FEASIBLE / REASONABLE
Noise Barrier Location Map
and Benefitted Receptors
IL 60/83 Phase I Engineering Study
From IL 176 to IL 60 (Townline Road)
100 0 100 200
SCALE IN FEET
EXHIBIT 2 OF 7

FIGURE 2

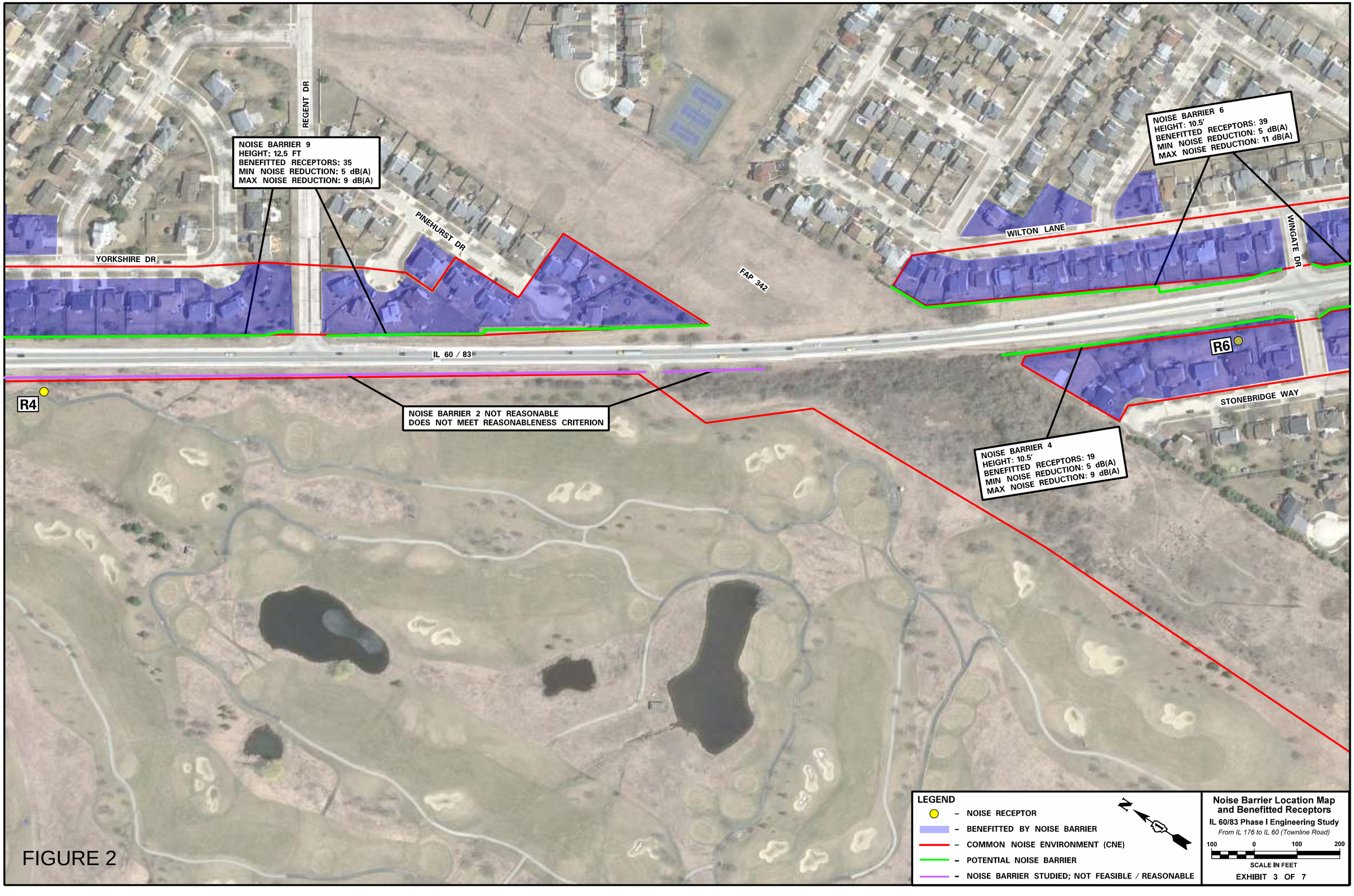

NOISE BARRIER 9
HEIGHT: 12.5 FT
BENEFITTED RECEPTORS: 35
MIN NOISE REDUCTION: 5 dB(A)
MAX NOISE REDUCTION: 9 dB(A)
NOISE BARRIER 6
HEIGHT: 10.5'
BENEFITTED RECEPTORS: 39
MIN NOISE REDUCTION: 5 dB(A)
MAX NOISE REDUCTION: 11 dB(A)
NOISE BARRIER 2 NOT REASONABLE
DOES NOT MEET REASONABLENESS CRITERION
NOISE BARRIER 4
HEIGHT: 10.5'
BENEFITTED RECEPTORS: 19
MIN NOISE REDUCTION: 5 dB(A)
MAX NOISE REDUCTION: 9 dB(A)
REGENT DR
PINEHURST DR
YORKSHIRE DR
WILTON LANE
WINGATE DR
STONEBRIDGE WAY
FAP 342
IL 60 / 83
R4
R6
LEGEND
– NOISE RECEPTOR
– BENEFITTED BY NOISE BARRIER
– COMMON NOISE ENVIRONMENT (CNE)
– POTENTIAL NOISE BARRIER
– NOISE BARRIER STUDIED; NOT FEASIBLE / REASONABLE
N
Noise Barrier Location Map and Benefitted Receptors
IL 60/83 Phase I Engineering Study
From IL 176 to IL 60 (Townline Road)
100 0 100 200
SCALE IN FEET
EXHIBIT 3 OF 7

FIGURE 2

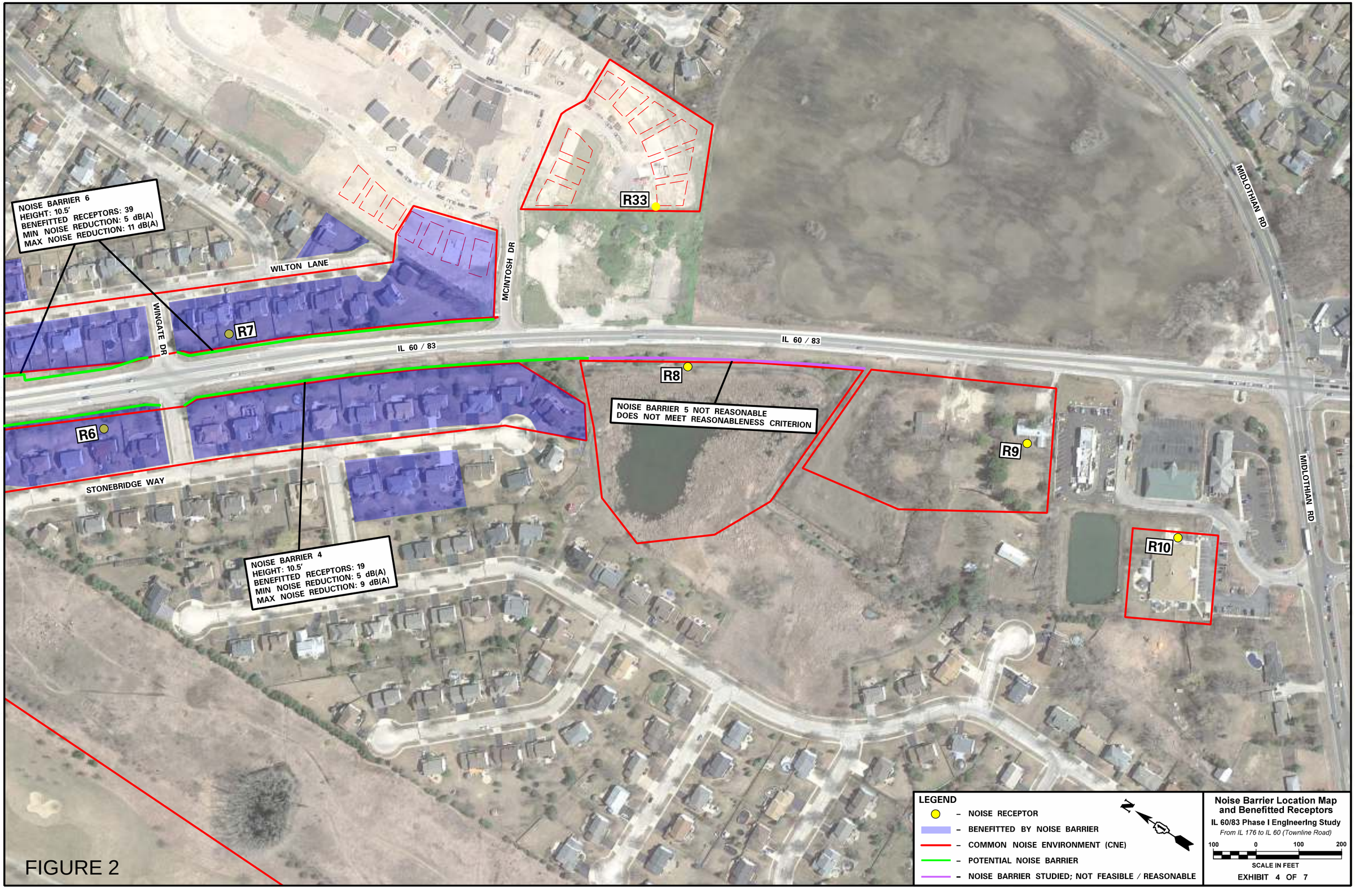

NOISE BARRIER 6
HEIGHT: 10.5'
BENEFITTED RECEPTORS: 39
MIN NOISE REDUCTION: 5 dB(A)
MAX NOISE REDUCTION: 11 dB(A)
WILTON LANE
WINGATE DR
MCINTOSH DR
IL 60 / 83
IL 60 / 83
MIDLOTHIAN RD
MIDLOTHIAN RD
R33
R7
R6
R8
R9
R10
NOISE BARRIER 5 NOT REASONABLE
DOES NOT MEET REASONABLENESS CRITERION
STONEBRIDGE WAY
NOISE BARRIER 4
HEIGHT: 10.5'
BENEFITTED RECEPTORS: 19
MIN NOISE REDUCTION: 5 dB(A)
MAX NOISE REDUCTION: 9 dB(A)
LEGEND
– NOISE RECEPTOR
– BENEFITTED BY NOISE BARRIER
– COMMON NOISE ENVIRONMENT (CNE)
– POTENTIAL NOISE BARRIER
– NOISE BARRIER STUDIED; NOT FEASIBLE / REASONABLE
Noise Barrier Location Map
and Benefitted Receptors
IL 60/83 Phase I Engineering Study
From IL 176 to IL 60 (Townline Road)
100 0 100 200
SCALE IN FEET
EXHIBIT 4 OF 7

FIGURE 2

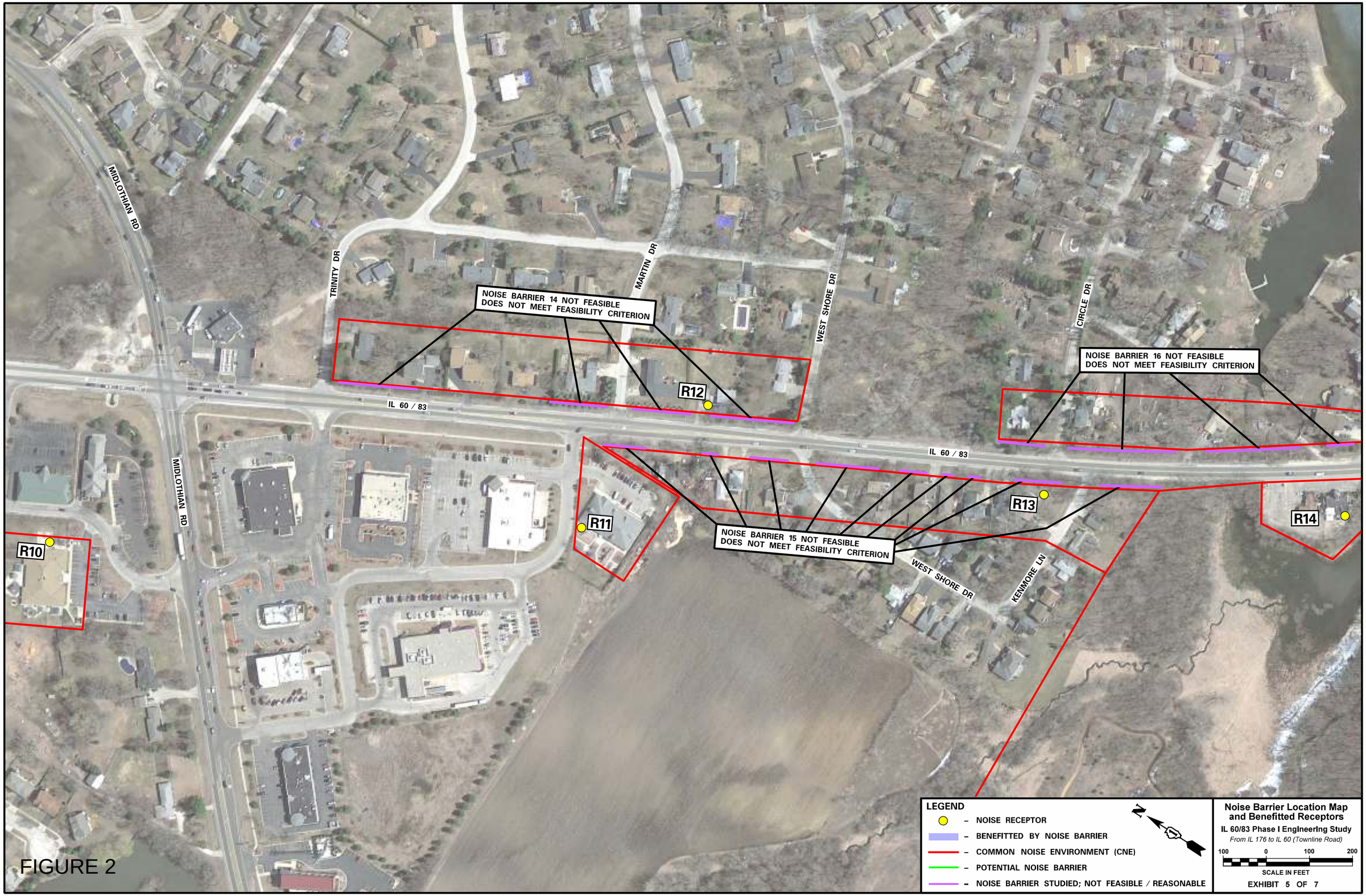

MIDLOTHIAN RD
TRINITY DR
MARTIN DR
WEST SHORE DR
CIRCLE DR
NOISE BARRIER 14 NOT FEASIBLE
DOES NOT MEET FEASIBILITY CRITERION
NOISE BARRIER 16 NOT FEASIBLE
DOES NOT MEET FEASIBILITY CRITERION
R12
IL 60 / 83
IL 60 / 83
MIDLOTHIAN RD
R10
R11
R13
R14
NOISE BARRIER 15 NOT FEASIBLE
DOES NOT MEET FEASIBILITY CRITERION
WEST SHORE DR
KENMORE LN
LEGEND
– NOISE RECEPTOR
– BENEFITTED BY NOISE BARRIER
– COMMON NOISE ENVIRONMENT (CNE)
– POTENTIAL NOISE BARRIER
– NOISE BARRIER STUDIED; NOT FEASIBLE / REASONABLE
N
Noise Barrier Location Map
and Benefitted Receptors
IL 60/83 Phase I Engineering Study
From IL 176 to IL 60 (Townline Road)
100 0 100 200
SCALE IN FEET
EXHIBIT 5 OF 7

FIGURE 2

NOISE BARRIER 18 NOT FEASIBLE
DOES NOT MEET FEASIBILITY CRITERION

NOISE BARRIER 16 NOT FEASIBLE
DOES NOT MEET FEASIBILITY CRITERION

NOISE BARRIER 17 NOT FEASIBLE
DOES NOT MEET FEASIBILITY CRITERION

R14
R15
R16
R17
R18
R19
R20
R21
R22

IL 60 / 83

IL 176

LAKEVIEW AVE
WALNUT AVE
OAK AVE
HICKORY AVE
MAPLE AVE
TAYLOR LAKE CT
SUNNY CT
RIDGE CT
DIAMOND LAKE SPORTS COMPLEX
ACORN LN
KRUEGER CT

FIGURE 2

LEGEND

- NOISE RECEPTOR
- BENEFITTED BY NOISE BARRIER
- COMMON NOISE ENVIRONMENT (CNE)
- POTENTIAL NOISE BARRIER
- NOISE BARRIER STUDIED; NOT FEASIBLE / REASONABLE

Noise Barrier Location Map and Benefitted Receptors

IL 60/83 Phase I Engineering Study

From IL 176 to IL 60 (Townline Road)

100 0 100 200

SCALE IN FEET

EXHIBIT 6 OF 7

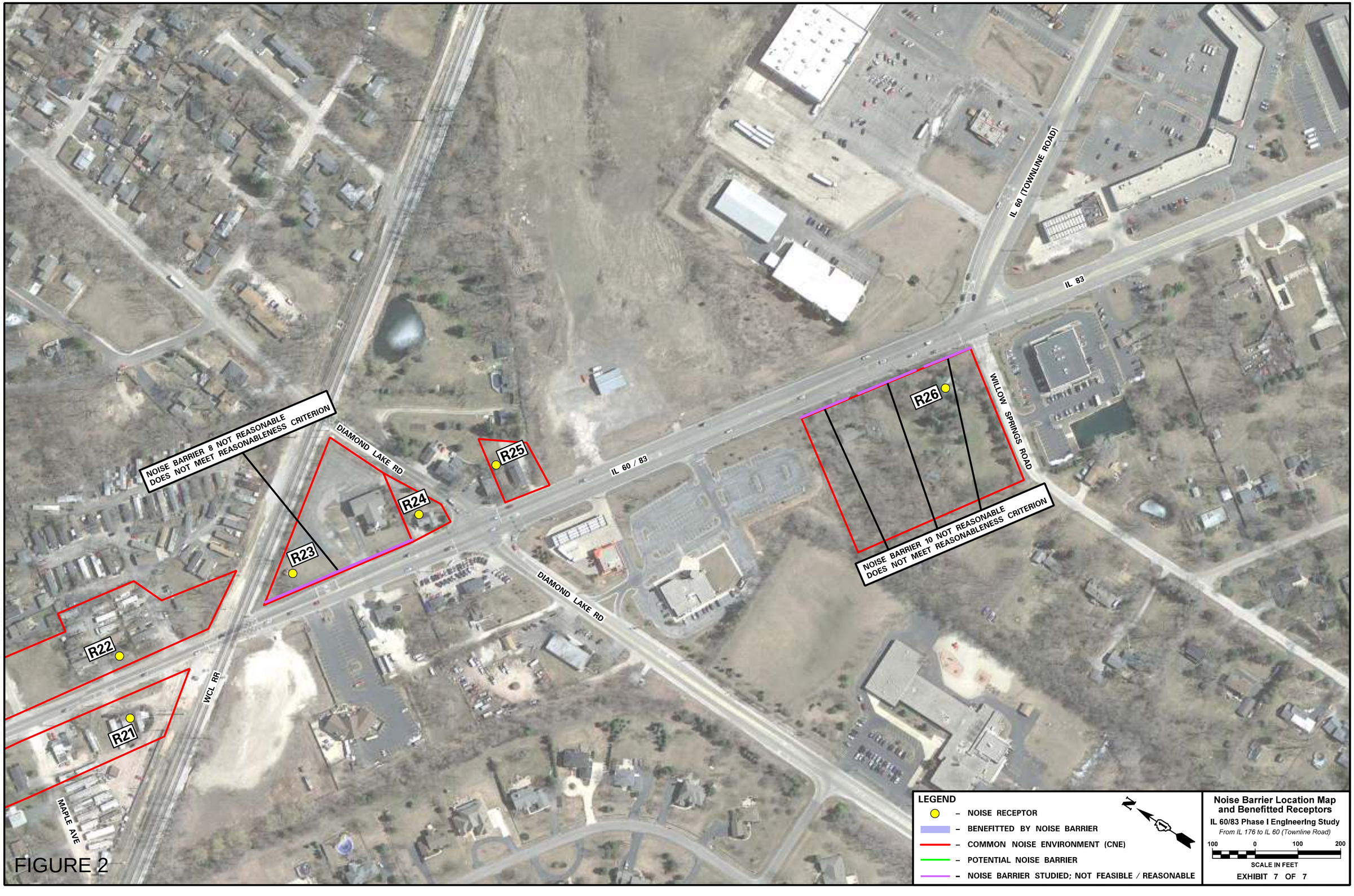

IL 60 (TOWNLINE ROAD)
IL 83
WILLOW SPRINGS ROAD
IL 60 / 83
DIAMOND LAKE RD
WCL RR
MAPLE AVE
R21
R22
R23
R24
R25
R26
NOISE BARRIER 8 NOT REASONABLE
DOES NOT MEET REASONABLENESS CRITERION
NOISE BARRIER 10 NOT REASONABLE
DOES NOT MEET REASONABLENESS CRITERION
LEGEND
– NOISE RECEPTOR
– BENEFITTED BY NOISE BARRIER
– COMMON NOISE ENVIRONMENT (CNE)
– POTENTIAL NOISE BARRIER
– NOISE BARRIER STUDIED; NOT FEASIBLE / REASONABLE
N
Noise Barrier Location Map
and Benefitted Receptors
IL 60/83 Phase I Engineering Study
From IL 176 to IL 60 (Townline Road)
100 0 100 200
SCALE IN FEET
EXHIBIT 7 OF 7

FIGURE 2

APPENDIX B – Field Noise Measurements and Data Sheets

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 27 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #3

Description of Monitoring Location: The Chapel, 1966 W. Hawley Street, at the northeast corner of Hawley Street and IL 60/83 adjacent to the fenced play area.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

68°, none, mostly cloudy, 5 mph, south

Start Time: 10:11:02 AM Stop Time: 10:21:07 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2699235, -88.0339066

Proximity to IL 60/83: 105 feet from the existing centerline

Ambient Noise (if applicable):

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #5 Looking SW towards IL 60/83, #6 Looking NW

Field Observations: There was nobody at the locked church so entry to the fenced play area was not possible.

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 27 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #4

Description of Monitoring Location: Along the golf cart path of between Hawley Street and Regent Drive on the south side of IL 60/83 in the Countryside Golf Course.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

68°, none, mostly cloudy, 8 mph, south

Start Time: 12:38:02 PM Stop Time: 12:48:07 PM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2699136, -88.0338133

Proximity to IL 60/83: 74 feet from the existing centerline

Ambient Noise (if applicable):

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #7 Looking NE towards IL 60/83, #8 Looking SE

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 27 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #6

Description of Monitoring Location: In the backyard of the residence located at 215 Stonebridge Way.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

69°, none until the last 2 minutes, mostly cloudy, 7 mph, east southeast

Start Time: 1:38:02 PM Stop Time: 1:47:04 PM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2609500, -88.0263192

Proximity to IL 60/83: 99 feet from the existing centerline

Ambient Noise (if applicable): Dog barking every so often

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #11 Looking NE towards IL 60/83, #12 Looking NW

Field Observations: Light rain started at 1:45 gradually getting heavier

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 28 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #8

Description of Monitoring Location: Along the path of Orchard View Park, 1401 N. Midlothian Road.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

74°, none, clear and sunny, 4 mph, south southwest

Start Time: 8:45:09 AM Stop Time: 8:55:10 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2579589, -88.0230783

Proximity to IL 60/83: 80 feet from the existing centerline

Ambient Noise (if applicable):

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate NW bound, Heavy SE bound

Description of Photographic Log: #15 Looking NE towards IL 60/83, #14 Looking NW

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 28 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #9

Description of Monitoring Location: In the backyard of the residence located at 19917 W. Illinois Route 60.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

74°, none, clear and sunny, 5 mph, south southwest

Start Time: 9:09:01 AM Stop Time: 9:19:03 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2558900, -88.0220903

Proximity to IL 60/83: 192 feet from the existing centerline

Ambient Noise (if applicable):

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate NW bound, Heavy SE bound

Description of Photographic Log: #17 Looking NE towards IL 60/83, #18 Looking NW

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 28 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #10

Description of Monitoring Location: In the play area of the Kinder Care located at 695 S. Illinois Route 83.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

75°, none, clear and sunny, 7 mph, south southwest

Start Time: 9:35:01 AM Stop Time: 9:42:02 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2548233, -88.0220954

Proximity to IL 60/83: 391 feet from the existing centerline

Ambient Noise (if applicable): Air conditioning unit 25 feet behind the noise meter.

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate NW bound, heavy SE bound

Description of Photographic Log: #19 Looking NE towards IL 60/83, #20 Looking SE

Field Observations: Kinder care allowed the use of the play area on the side of the building instead of the play area behind the building.

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 28 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #11

Description of Monitoring Location: In the play area of the Kinder Care located at 800 S. Illinois Route 83.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

75°, none, clear and sunny, 7 mph, south southwest

Start Time: 10:04:01 AM Stop Time: 10:14:02 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2520464, -88.0194729

Proximity to IL 60/83: 241 feet from the existing centerline

Ambient Noise (if applicable):

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #23 Looking SW towards IL 60/83, #24 Looking NW

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 28 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #12

Description of Monitoring Location: In front of the residence located at 26753 N. Illinois Route 83.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

78°, none, clear and sunny, 5 mph, west

Start Time: 10:40:01 AM Stop Time: 10:50:02 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2518038, -88.0179870

Proximity to IL 60/83: 74 feet from the existing centerline

Ambient Noise (if applicable):

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #23 Looking SW towards IL 60/83, #24 Looking NW

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 28 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #14

Description of Monitoring Location: On an outside back porch dining area of the Irish Mill Inn located at 26592 N. Illinois Route 83.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

80°, none, clear and sunny, 5 mph, southeast

Start Time: 1:09:02 PM Stop Time: 1:19:03 PM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2480147, -88.0158259

Proximity to IL 60/83: 111 feet from the existing centerline

Ambient Noise (if applicable): Air conditioning unit nearby.

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #27 Looking NE towards IL 60/83, #28 Looking SE

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 28 May 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #16

Description of Monitoring Location: On the observation deck at Diamond Lake Sports Complex.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

78°, none, clear and sunny, 12 mph, east

Start Time: 1:59:00 PM Stop Time: 2:09:01 PM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2468504, -88.0151038

Proximity to IL 60/83: 194 feet from the existing centerline

Ambient Noise (if applicable):

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #31 Looking NE towards IL 60/83, #30 Looking NW

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 2 June 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #18

Description of Monitoring Location: Just in front of the residence located at 26475 N. Illinois Route 83.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

58°, none, clear and sunny, 4 mph, east northeast

Start Time: 9:22:54 AM Stop Time: 9:32:57 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2460640, -88.0121922

Proximity to IL 60/83: 111 feet from the existing centerline

Ambient Noise (if applicable): Some soft talking 10 feet behind the noise meter

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #35 Looking SW towards IL 60/83, #36 Looking NW

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 2 June 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #21

Description of Monitoring Location: Next to the porch of the residence (mobile home) located at 26284 N. Illinois Route 83.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

63°, none, clear and sunny, 4 mph, northeast

Start Time: 10:50:57 AM Stop Time: 11:00:58 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2427680, -88.0072200

Proximity to IL 60/83: 94 feet from the existing centerline

Ambient Noise (if applicable): Train was heard (to the right of the noise meter) starting at approximately 10:53 for 2 minutes 20 seconds.

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #41 Looking NE towards IL 60/83, #42 Looking SE

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 2 June 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #22

Description of Monitoring Location: On the porch of the residence (mobile home) located at 26265 N. Illinois Route 83.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

64°, none, clear and sunny, 3 mph, east

Start Time: 11:06:55 AM Stop Time: 11:16:56 AM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2430458, -88.0067772

Proximity to IL 60/83: 56 feet from the existing centerline

Ambient Noise (if applicable): A siren was heard starting at approximately 11:12.

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #43 Looking SW towards IL 60/83, #44 Looking NW

Field Observations:

KNIGHT

Engineers & Architects

Noise Monitoring Field Log

Client: Illinois Department of Transportation Project No. 6725

Project: IL 60/83

Date: 2 June 2015

Onsite Monitoring Personnel: James Reichel

Monitoring Location: #25

Description of Monitoring Location: Behind a residence located at 18982 W. Illinois Route 83.

Weather Conditions (temperature, precipitation, cloud clover, wind speed, wind direction)

64°, none, clear and sunny, 11 mph, east northeast

Start Time: 1:06:05 PM Stop Time: 1:16:06 PM

Monitor: SoundPro DL, BIK030028

Calibration: Manufacturer

GPS Coordinates: 42.2417112, -88.0036290

Proximity to IL 60/83: 129 feet from the existing centerline

Ambient Noise (if applicable):

IL 60/83 Traffic Volume (light, moderate, heavy): Moderate

Description of Photographic Log: #49 Looking SW towards IL 60/83, #50 Looking NW

Field Observations:

3M Oconomowoc
Personal Safety Division

3M Detection Solutions
1060 Corporate Center Drive
Oconomowoc, WI 53066-4828
www.3M.com/detection
262 567 9157 800 245 0779
262 567 4047 Fax

3M

Certificate of Calibration

Certificate No:5507743BIK030028

Submitted By: RAECO-LIC, L.L.C.
135 BERNICE DRIVE
BENSENVILLE, IL 60106

Serial Number:	BIK030028	Date Received:	9/9/2014
Customer ID:		Date Issued:	9/16/2014
Model:	SOUNDPRO DL-2-1/3 SLM	Valid Until:	9/16/2015

Test Conditions:

Temperature:	18°C to 29°C
Humidity:	20% to 80%
Barometric Pressure:	890 mbar to 1050 mbar

Model Conditions:

As Found:	OUT OF TOLERANCE
As Left:	IN TOLERANCE

SubAssemblies:

Description:	Serial Number:
MICROPHONE QE 7052 1/2 IN. ELECTRET	38260
TYPE 2 PREAMP	0311 5593

Calibrated per Procedure:53V899

Reference Standard(s):

I.D. Number	Device	Last Calibration	Date Calibration Due
EF000138	QUEST-CAL	12/16/2013	12/16/2014
ET0000556	B&K ENSEMBLE	12/15/2013	12/15/2014
ET000304	FLUKE 45 MULTIMETER	2/18/2013	2/18/2015

Measurement Uncertainty:

+/- 2.2% ACOUSTIC (0.19DB)
Estimated at 95% Confidence Level (k=2)

Calibrated By: Bryan Rasmussen 9/16/2014
BRYAN RASMUSSEN **Service Technician**

This report certifies that all calibration equipment used in the test is traceable to NIST, and applies only to the unit identified under equipment above. This report must not be reproduced except in its entirety without the written approval of 3M Detection Solutions.

Session Report

6/2/2015

Information Panel

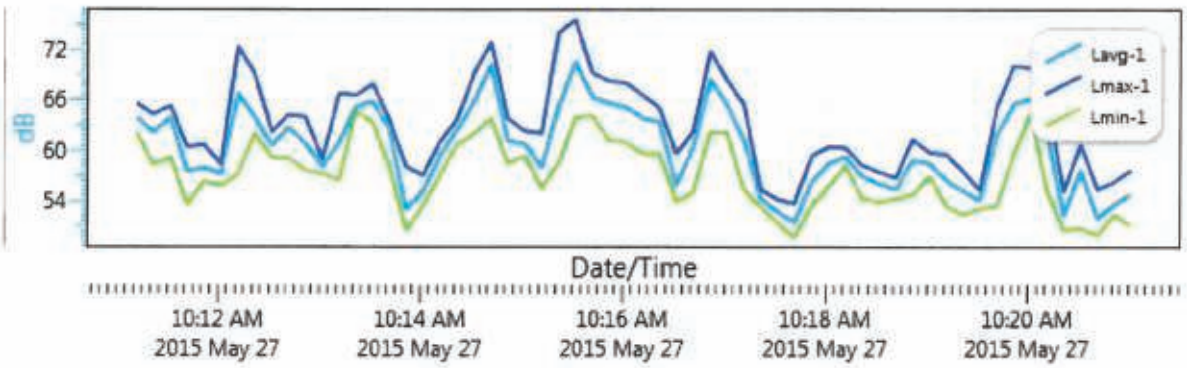
Name	S006_BIK030028_02062015_144010
Start Time	5/27/2015 10:11:02 AM
Stop Time	5/27/2015 10:21:07 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #3

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	61.7 dB	Lmax	1	75.6 dB
Lmin	1	49.5 dB	Lpk	1	91.4 dB
TWA	1	33.9 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S006_BIK030028_02062015_144010: Logged Data Chart



Session Report

6/2/2015

Information Panel

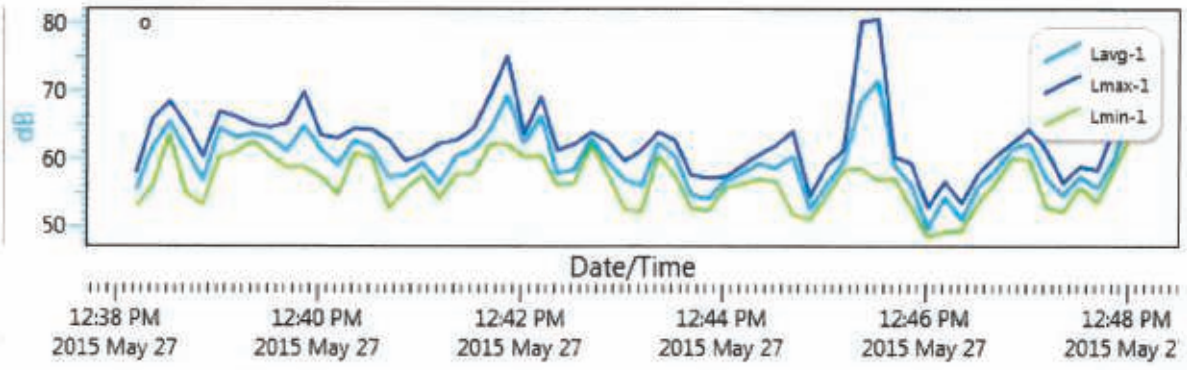
Name	S007_BIK030028_02062015_144014
Start Time	5/27/2015 12:38:02 PM
Stop Time	5/27/2015 12:48:07 PM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #4

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	61 dB	Lmax	1	80.6 dB
Lmin	1	48.4 dB	Lpk	1	97.2 dB
TWA	1	33.2 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S007_BIK030028_02062015_144014: Logged Data Chart



Session Report

6/2/2015

Information Panel

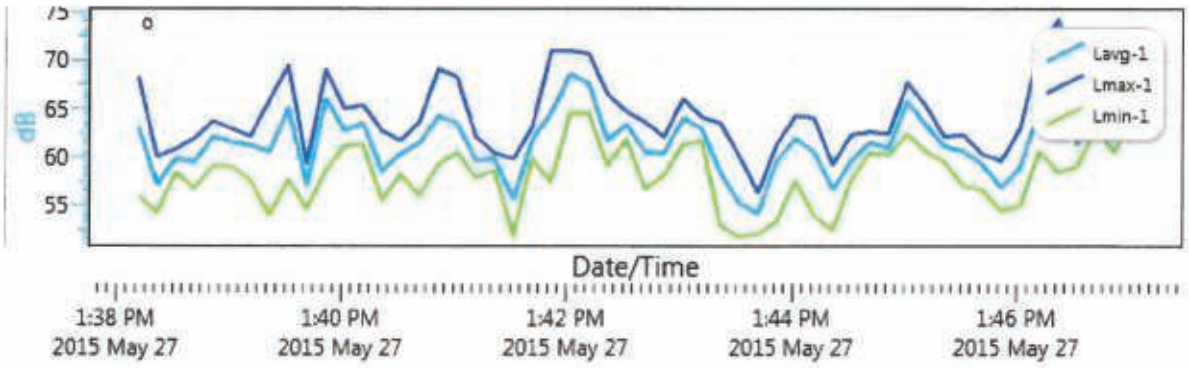
Name	S009_BIK030028_02062015_144022
Start Time	5/27/2015 1:38:02 PM
Stop Time	5/27/2015 1:47:04 PM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #6

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	62.3 dB	Lmax	1	74.3 dB
Lmin	1	51.7 dB	Lpk	1	96.2 dB
TWA	1	33.7 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S009_BIK030028_02062015_144022: Logged Data Chart



Session Report

6/2/2015

Information Panel

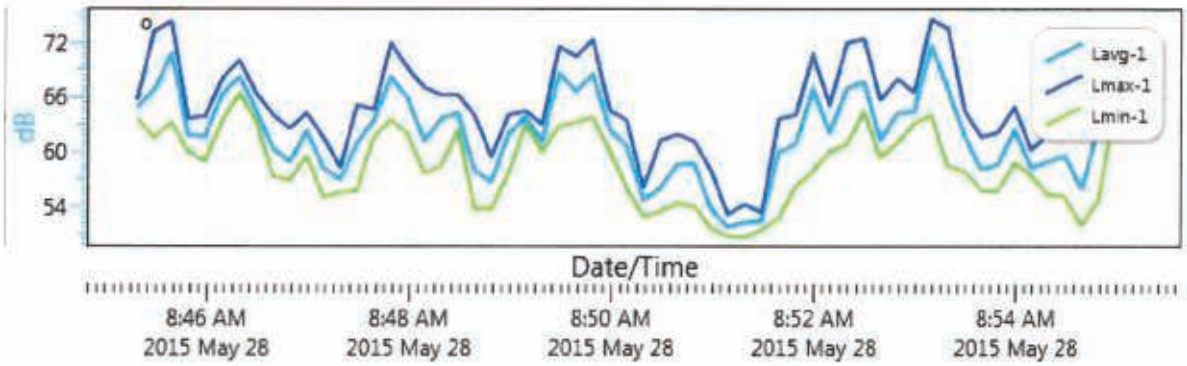
Name	S011_BIK030028_02062015_144030
Start Time	5/28/2015 8:45:09 AM
Stop Time	5/28/2015 8:55:10 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #8

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	63.4 dB	Lmax	1	74.6 dB
Lmin	1	50.7 dB	Lpk	1	90.1 dB
TWA	1	35.5 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S011_BIK030028_02062015_144030: Logged Data Chart



Session Report

6/2/2015

Information Panel

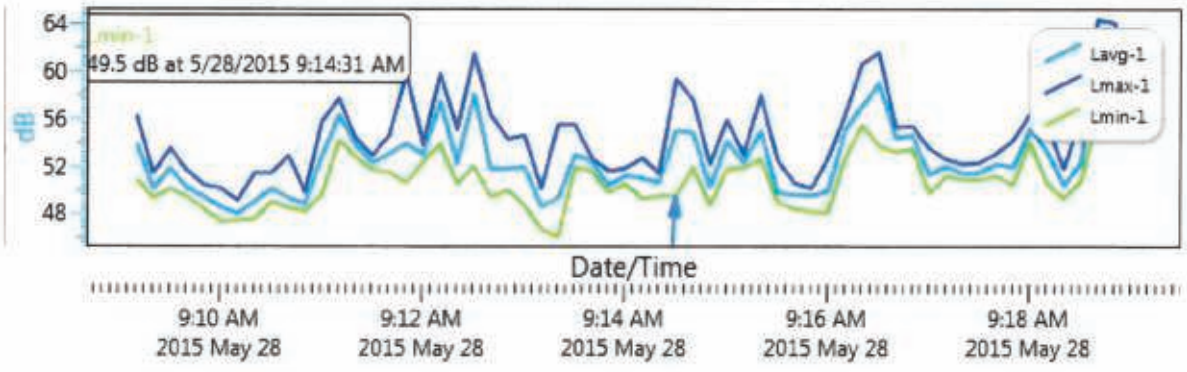
Name	S012_BIK030028_02062015_144034
Start Time	5/28/2015 9:09:01 AM
Stop Time	5/28/2015 9:19:03 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #9

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	53.3 dB	Lmax	1	64.4 dB
Lmin	1	46 dB	Lpk	1	86.5 dB
TWA	1	25.4 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S012_BIK030028_02062015_144034: Logged Data Chart



Session Report

6/2/2015

Information Panel

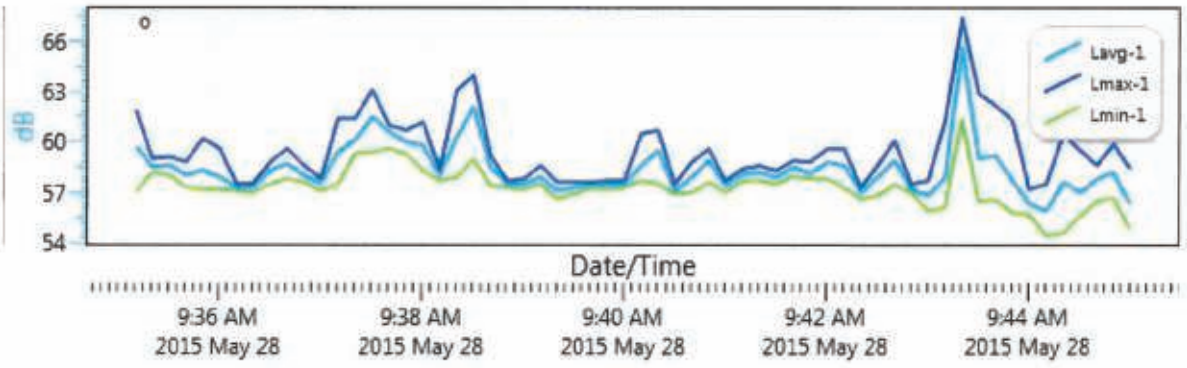
Name	S013_BIK030028_02062015_144038
Start Time	5/28/2015 9:35:01 AM
Stop Time	5/28/2015 9:45:02 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #10

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	58.5 dB	Lmax	1	67.4 dB
Lmin	1	54.4 dB	Lpk	1	84.2 dB
TWA	1	30.6 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S013_BIK030028_02062015_144038: Logged Data Chart



Session Report

6/2/2015

Information Panel

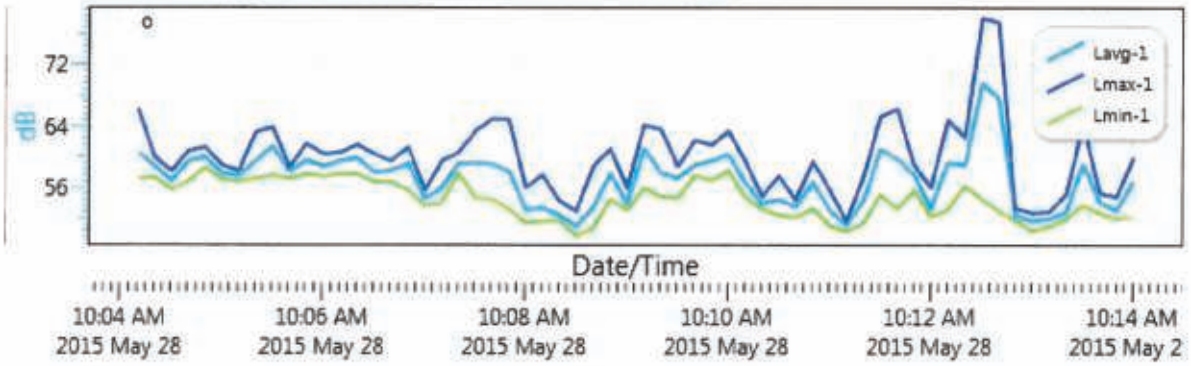
Name	S014_BIK030028_02062015_144042
Start Time	5/28/2015 10:04:01 AM
Stop Time	5/28/2015 10:14:02 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #11

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	58.2 dB	Lmax	1	78.1 dB
Lmin	1	49.8 dB	Lpk	1	91.6 dB
TWA	1	30.3 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S014_BIK030028_02062015_144042: Logged Data Chart



Session Report

6/2/2015

Information Panel

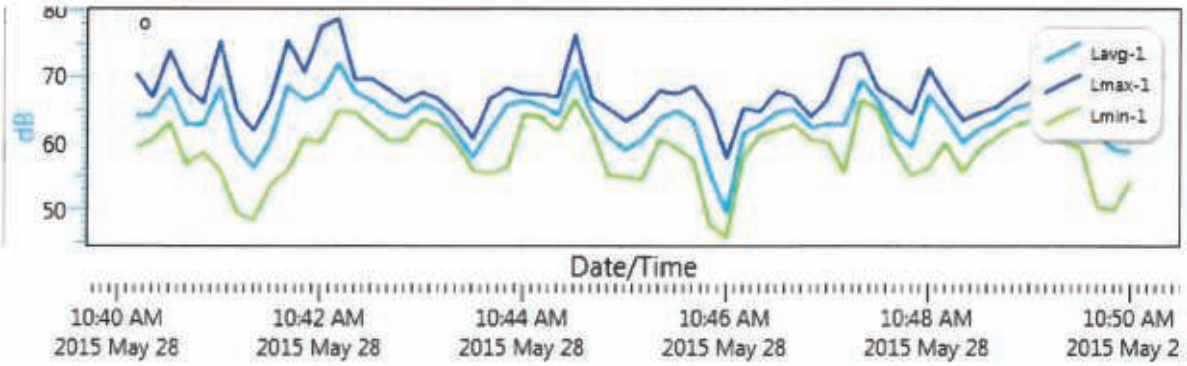
Name	S015_BIK030028_02062015_144047
Start Time	5/28/2015 10:40:01 AM
Stop Time	5/28/2015 10:50:02 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #12

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	64.3 dB	Lmax	1	78.7 dB
Lmin	1	46 dB	Lpk	1	92.7 dB
TWA	1	36.4 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S015_BIK030028_02062015_144047: Logged Data Chart



Session Report

6/2/2015

Information Panel

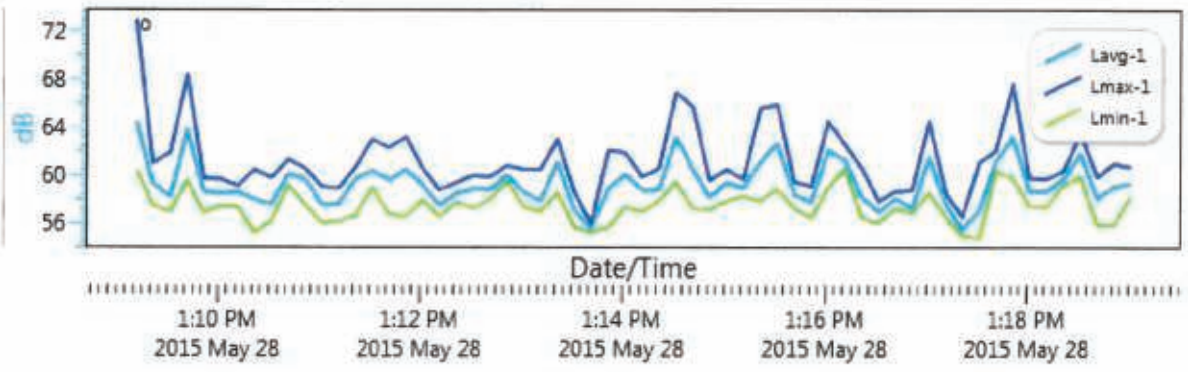
Name	S017_BIK030028_02062015_144055
Start Time	5/28/2015 1:09:02 PM
Stop Time	5/28/2015 1:19:03 PM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #14

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	59.5 dB	Lmax	1	72.9 dB
Lmin	1	54.8 dB	Lpk	1	90.2 dB
TWA	1	31.6 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S017_BIK030028_02062015_144055: Logged Data Chart



Session Report

6/2/2015

Information Panel

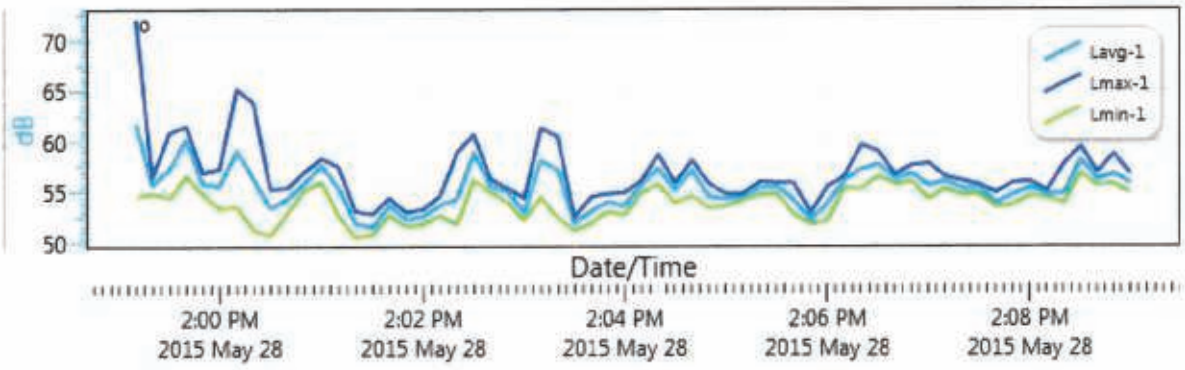
Name	S019_BIK030028_02062015_144104
Start Time	5/28/2015 1:59:00 PM
Stop Time	5/28/2015 2:09:01 PM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #16

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	55.7 dB	Lmax	1	72 dB
Lmin	1	50.5 dB	Lpk	1	83.3 dB
TWA	1	27.8 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S019_BIK030028_02062015_144104: Logged Data Chart



Session Report

6/2/2015

Information Panel

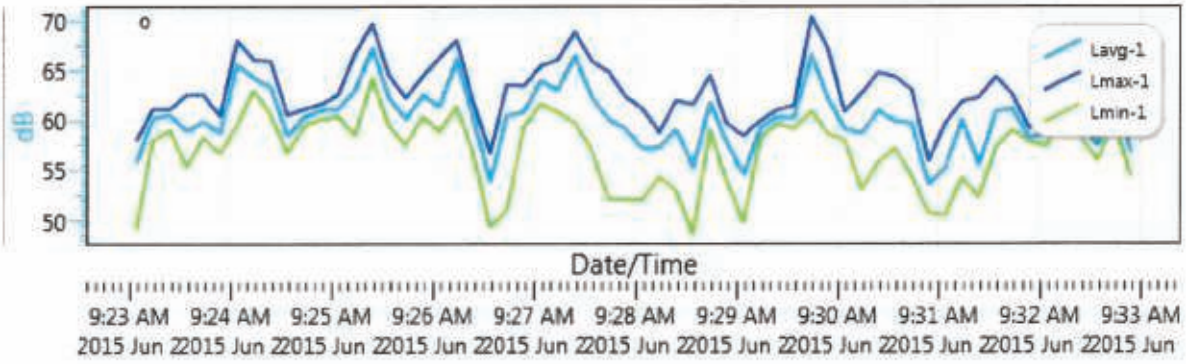
Name	S021_BIK030028_02062015_144112
Start Time	6/2/2015 9:22:54 AM
Stop Time	6/2/2015 9:32:57 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #18

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	60.9 dB	Lmax	1	70.4 dB
Lmin	1	48.6 dB	Lpk	1	86.5 dB
TWA	1	33 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S021_BIK030028_02062015_144112: Logged Data Chart



Session Report

6/2/2015

Information Panel

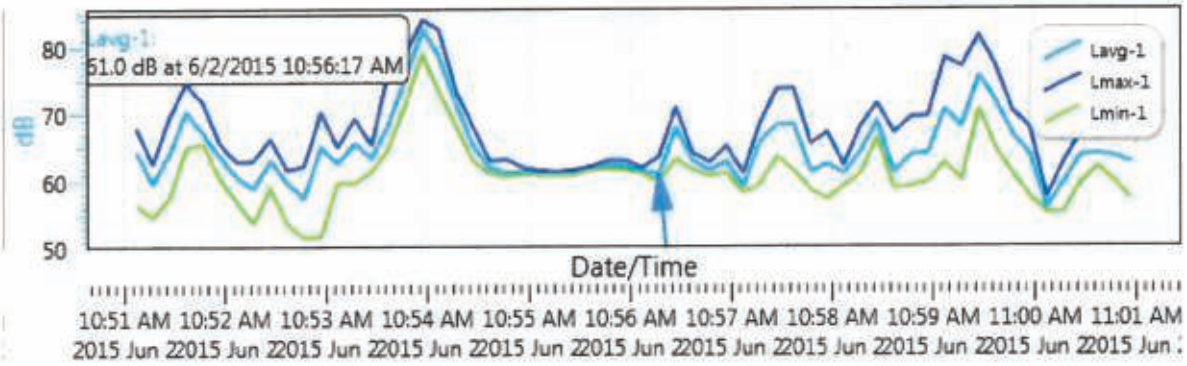
Name	S024_BIK030028_02062015_144126
Start Time	6/2/2015 10:50:57 AM
Stop Time	6/2/2015 11:00:58 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #21

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	67 dB	Lmax	1	84.2 dB
Lmin	1	51.6 dB	Lpk	1	98.5 dB
TWA	1	39.1 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S024_BIK030028_02062015_144126: Logged Data Chart



Session Report

6/2/2015

Information Panel

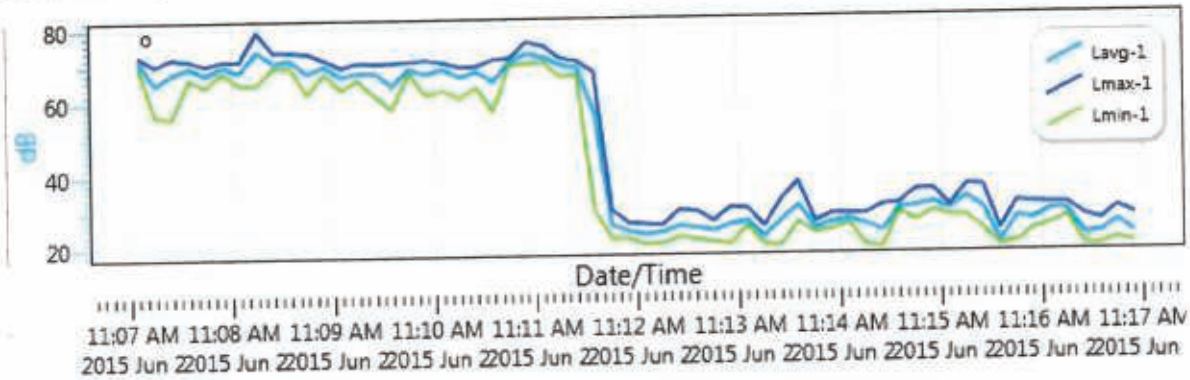
Name	S025_BIK030028_02062015_144131
Start Time	6/2/2015 11:06:55 AM
Stop Time	6/2/2015 11:16:56 AM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #22

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	63.4 dB	Lmax	1	79.3 dB
Lmin	1	18.5 dB	Lpk	1	93 dB
TWA	1	35.5 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S025_BIK030028_02062015_144131: Logged Data Chart



Session Report

6/2/2015

Information Panel

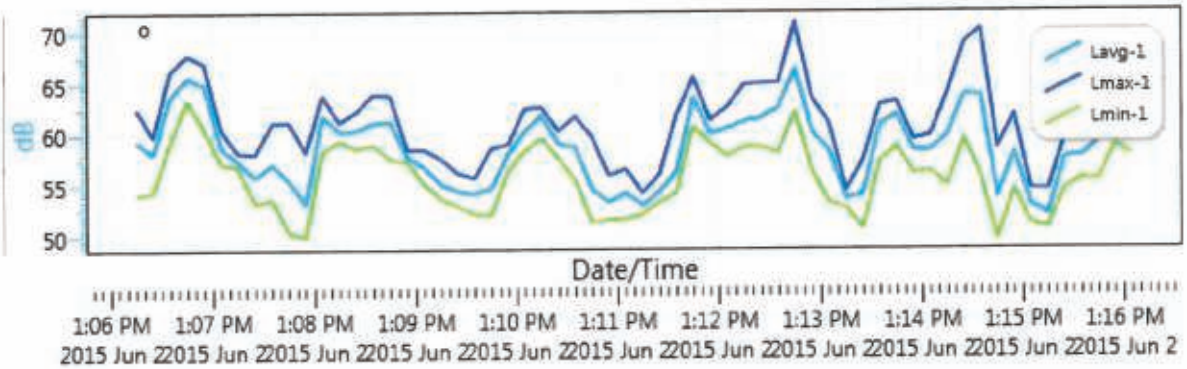
Name	S028_BIK030028_02062015_144144
Start Time	6/2/2015 1:06:05 PM
Stop Time	6/2/2015 1:16:06 PM
Device Name	BIK030028
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	Noise Receptor #25

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lavg	1	59.3 dB	Lmax	1	70.9 dB
Lmin	1	49.6 dB	Lpk	1	99 dB
TWA	1	31.4 dB			
Weighting	1	A	Response	1	SLOW
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	SLOW			

Logged Data Chart

S028_BIK030028_02062015_144144: Logged Data Chart



APPENDIX C – Traffic Data

IL 60/83 TNM EXISTING (2008) and PROPOSED (2040)

SEG	DHV		AUTOS		MT		HT	
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
SOUTHBOUND IL 60/83								
N 1	750	995	690	915	23	30	38	50
N 2	1,027	1,300	945	1,196	31	39	51	65
1	867	1,050	798	966	26	32	43	53
2	867	1,050	798	966	26	32	43	53
3	764	850	703	782	23	26	38	43
4	761	890	700	819	23	27	38	45
5	761	890	700	819	23	27	38	45
6	761	890	700	819	23	27	38	45
7	761	890	700	819	23	27	38	45
8	761	890	700	819	23	27	38	45
9	810	935	745	860	24	28	41	47
10	810	935	745	860	24	28	41	47
11	810	935	745	860	24	28	41	47
12	1,133	1,070	1,042	984	34	32	57	54
13	1,682	1,345	1,547	1,237	50	40	84	67
14	1,682	1,345	1,547	1,237	50	40	84	67
15	1,682	1,345	1,547	1,237	50	40	84	67
16	2,007	2,020	1,846	1,858	60	61	100	101
NORTHBOUND IL 60/83								
N 1	1,212	1,295	1,115	1,191	36	39	61	65
N 2	984	1,070	905	984	30	32	49	54
1	533	560	490	515	16	17	27	28
2	510	555	469	511	15	17	26	28
3	510	555	469	511	15	17	26	28
4	510	555	469	511	15	17	26	28
5	597	715	549	658	18	21	30	36
6	628	675	578	621	19	20	31	34
7	628	675	578	621	19	20	31	34
8	628	675	578	621	19	20	31	34
9	495	580	455	534	15	17	25	29
10	495	580	455	534	15	17	25	29
11	495	580	455	534	15	17	25	29
12	495	580	455	534	15	17	25	29
13	495	580	455	534	15	17	25	29
14	474	575	436	529	14	17	24	29
15	548	860	504	791	16	26	27	43
EASTBOUND IL 176 (MAPLE AVE)								
	496	660	456	607	15	20	25	33
WESTBOUND IL 176 (MAPLE AVE)								
	445	485	409	446	13	15	22	24
NORTHBOUND IL 83 (IVANHOE RD)								
	610	800	561	736	18	24	31	40
SOUTHBOUND IL 83 (IVANHOE RD)								
	699	685	643	630	21	21	35	34
NORTHBOUND SCHANK AVENUE								
	382	550	351	506	11	17	19	28
SOUTHBOUND SCHANK AVENUE								
	418	410	385	377	13	12	21	21
EASTBOUND HAWLEY STREET								
	864	1,185	795	1,090	26	36	43	59
WESTBOUND HAWLEY STREET								
	864	1,060	795	975	26	32	43	53
EASTBOUND MIDLOTHIAN ROAD								
	1,103	2,395	1,015	2,203	33	72	55	120
WESTBOUND MIDLOTHIAN ROAD								
	1,108	1,390	1,019	1,279	33	42	55	70
DIAMOND LAKE ROAD – WEST								
	921	1,125	847	1,035	28	34	46	56
DIAMOND LAKE ROAD – EAST								
	405	505	373	465	12	15	20	25
IL 60 (TOWNLINE ROAD)								
	2,859	2,920	2,630	2,686	86	88	143	146

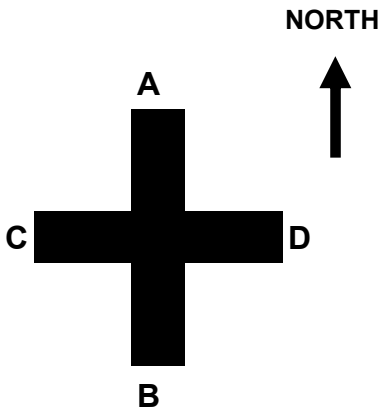
IL 60/83 Existing and Projected 2040 Design Hourly Volumes

Intersection: IL 176 and Schank Avenue

North-South Roadway: *Schank Ave*

East-West Roadway: *IL 176*

Intersection Movement	IDS Movement	DHV			
		Existing		2040 Projected	
		AM	PM	AM	PM
SB THRU	AB	N/A	N/A	N/A	N/A
SB LEFT	AD	2	3	N/A	N/A
SB RIGHT	AC	170	368	245	405
NB THRU	BA	N/A	N/A	N/A	N/A
NB LEFT	BC	N/A	N/A	N/A	N/A
NB RIGHT	BD	N/A	N/A	N/A	N/A
EB THRU	CD	579	244	655	350
EB LEFT	CA	358	198	540	260
EB RIGHT	CB	N/A	N/A	N/A	N/A
WB THRU	DC	185	438	245	475
WB LEFT	DB	N/A	N/A	N/A	N/A
WB RIGHT	DA	4	7	10	10
NORTH LEG	TOTAL A	534	576	795	675
SOUTH LEG	TOTAL B	N/A	N/A	N/A	N/A
WEST LEG	TOTAL C	1292	1248	1685	1490
EAST LEG	TOTAL D	770	692	910	835



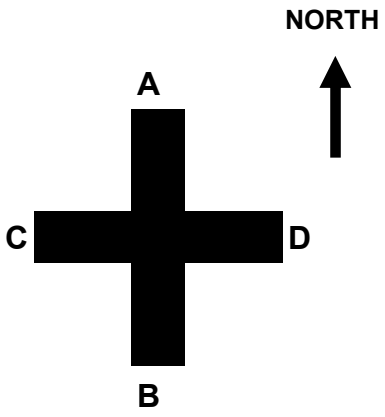
IL 60/83 Existing and Projected 2040 Design Hourly Volumes

Intersection: IL 60/83 and IL 83/Schank Ave

North-South Roadway: *IL 60/83*

East-West Roadway: *Schank Ave / IL 83*

Intersection Movement	IDS Movement	DHV			
		Existing		2040 Projected	
		AM	PM	AM	PM
SB THRU	AB	701	506	930	545
SB LEFT	AD	37	55	40	60
SB RIGHT	AC	12	43	25	50
NB THRU	BA	374	912	435	980
NB LEFT	BC	1	6	N/A[1]	N/A[1]
NB RIGHT	BD	231	294	270	315
EB THRU	CD	342	140	490	210
EB LEFT	CA	38	38	55	55
EB RIGHT	CB	2	3	5	5
WB THRU	DC	196	369	225	360
WB LEFT	DB	324	296	365	290
WB RIGHT	DA	17	34	20	35
NORTH LEG	TOTAL A	1179	1588	1505	1725
SOUTH LEG	TOTAL B	1633	2017	2005	2135
WEST LEG	TOTAL C	591	599	800	680
EAST LEG	TOTAL D	1147	1188	1410	1270



[1] This movement is prohibited in the proposed condition.

IL 60/83 Existing 2008 and Projected 2040 Design Hourly Volumes

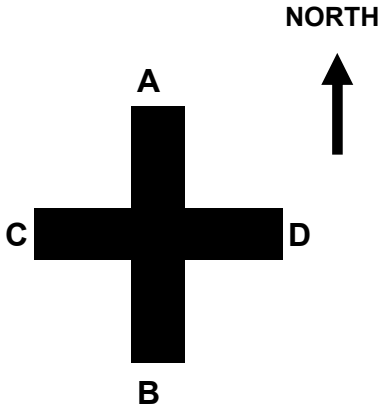
Intersection: IL 60/83 and IL 176

North-South Roadway: *IL 60/83*

East-West Roadway: *IL 176*

Intersection Movement	IDS Movement	DHV			
		Existing		2040 Projected	
		AM	PM	AM	PM
SB THRU	AB	784	630	940	625
SB LEFT	AD	294	202	355	200
SB RIGHT	AC	2	11	5	15
NB THRU	BA	467	811	520	855
NB LEFT	BC	40	53	95	60
NB RIGHT	BD	41	14	50	20
EB THRU	CD	422	211	555	280
EB LEFT	CA	16	24	25	35
EB RIGHT	CB	58	30	80	40
WB THRU	DC	141	381	155	410
WB LEFT	DB	25	37	30	40
WB RIGHT	DA	146	397	160	405
NORTH LEG	TOTAL A	1709	2075	2005	2135
SOUTH LEG	TOTAL B	1415	1575	1715	1640
WEST LEG	TOTAL C	679	710	915	840
EAST LEG	TOTAL D	1069	1242	1305	1355

AB	784	630	940	625
CB	58	30	80	40
DB	25	37	30	40
Total SB to Hawley	**867**	**697**	**1050**	**705**



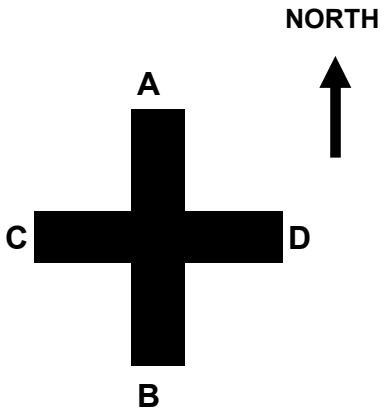
IL 60/83 Existing and Projected 2040 Design Hourly Volumes

Intersection: IL 60/83 and Hawley Street

North-South Roadway: *IL 60/83*

East-West Roadway: *Hawley Street*

Intersection Movement	IDS Movement	DHV			
		Existing		2040 Projected	
		AM	PM	AM	PM
SB THRU	AB	558	491	620	550
SB LEFT	AD	171	78	190	90
SB RIGHT	AC	35	41	40	50
NB THRU	BA	371	658	430	760
NB LEFT	BC	96	139	115	160
NB RIGHT	BD	28	42	35	50
EB THRU	CD	450	118	585	155
EB LEFT	CA	44	33	60	45
EB RIGHT	CB	188	104	245	135
WB THRU	DC	96	329	140	470
WB LEFT	DB	15	36	25	55
WB RIGHT	DA	59	161	85	230
NORTH LEG	TOTAL A	1238	1462	1425	1725
SOUTH LEG	TOTAL B	1256	1470	1470	1710
WEST LEG	TOTAL C	909	764	1185	1015
EAST LEG	TOTAL D	819	764	1060	1050



AB	558	491	620	550
AC	35	41	40	50
AD	171	78	190	90
Total SB from IL 176	**764**	**610**	**850**	**690**

BA	371	658	430	760
CA	44	33	60	45
DA	59	161	85	230
Total NB to IL 176	**474**	**852**	**575**	**1035**

AB	558	491	620	550
CB	188	104	245	135
DB	15	36	25	55
Total SB to Midlothian	**761**	**631**	**890**	**740**

BA	371	658	430	760
BC	96	139	115	160
BD	28	42	35	50
Total NB from Midlothian	**495**	**839**	**580**	**970**

Total EB Hawley	**909**	**764**	**1185**	**1015**
Total WB Hawley	**819**	**764**	**1060**	**1050**

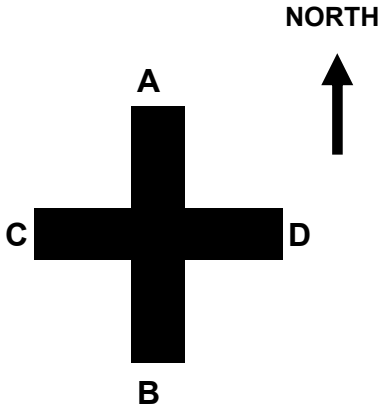
IL 60/83 Existing and Projected 2040 Design Hourly Volumes

Intersection: IL 60/83 and Midlothian Road

North-South Roadway: *IL 60/83*

East-West Roadway: *Midlothian Road*

Intersection Movement	IDS Movement	DHV			
		Existing		2040 Projected	
		AM	PM	AM	PM
SB THRU	AB	734	553	545	315
SB LEFT	AD	39	62	45	75
SB RIGHT	AC	37	69	345	430
NB THRU	BA	383	685	225	525
NB LEFT	BC	122	133	380	450
NB RIGHT	BD	92	110	110	130
EB THRU	CD	421	412	525	520
EB LEFT	CA	70	142	200	350
EB RIGHT	CB	84	84	505	500
WB THRU	DC	369	462	440	590
WB LEFT	DB	12	138	20	180
WB RIGHT	DA	175	23	250	30
NORTH LEG	TOTAL A	1438	1534	1610	1725
SOUTH LEG	TOTAL B	1427	1703	1785	2100
WEST LEG	TOTAL C	1103	1302	2395	2840
EAST LEG	TOTAL D	1108	1207	1390	1525



AB	734	553	545	315
AC	37	69	345	430
AD	39	62	45	75
Total SB from Hawley	**810**	**684**	**935**	**820**

BA	383	685	225	525
CA	70	142	200	350
DA	175	23	250	30
Total NB to Hawley	**628**	**850**	**675**	**905**

AB	734	553	545	525
CB	84	84	505	500
DB	12	138	20	180
Total SB to Diamond Lake	**830**	**775**	**1070**	**1205**

BA	383	685	225	525
BC	122	133	380	450
BD	92	110	110	130
Total NB from Diamond Lake	**597**	**928**	**715**	**1105**

EB Midlothian	**1103**	**1302**	**2395**	**2840**
WB Midlothian	**1108**	**1207**	**1390**	**1525**

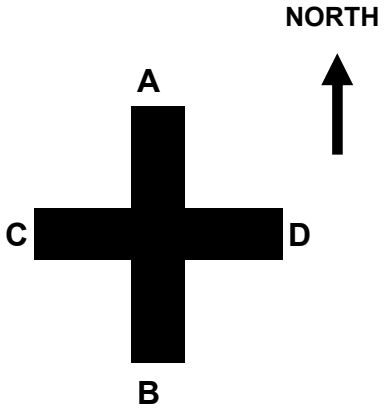
IL 60/83 Existing and Projected 2040 Design Hourly Volumes

Intersection: IL 60/83 and Diamond Lake Road

North-South Roadway: *IL 60/83*

East-West Roadway: *Diamond Lake Road*

Intersection Movement	IDS Movement	DHV			
		Existing		2040 Projected	
		AM	PM	AM	PM
SB THRU	AB	1082	657	1280	775
SB LEFT	AD	27	70	35	85
SB RIGHT	AC	24	16	30	20
NB THRU	BA	420	1059	440	1095
NB LEFT	BC	95	540	100	560
NB RIGHT	BD	18	107	20	125
EB THRU	CD	141	112	175	140
EB LEFT	CA	21	33	30	45
EB RIGHT	CB	545	102	670	125
WB THRU	DC	95	109	120	135
WB LEFT	DB	55	43	70	55
WB RIGHT	DA	69	44	85	55
NORTH LEG	TOTAL A	1643	1879	1900	2075
SOUTH LEG	TOTAL B	2215	2508	2580	2735
WEST LEG	TOTAL C	921	912	1125	1025
EAST LEG	TOTAL D	405	485	505	595



AB	1082	657	1280	775
AC	24	16	30	20
AD	27	70	35	85
Total SB from Midlothian	**1133**	**743**	**1345**	**880**

BA	420	1059	440	1095
CA	21	33	30	45
DA	69	44	85	55
Total NB to Midlothian	**510**	**1136**	**555**	**1195**

AB	1082	657	1280	775
CB	545	102	670	125
DB	55	43	70	55
Total SB to Townline	**1682**	**802**	**2020**	**955**

BA	420	1059	44	1095
BC	95	540	100	560
BD	18	107	20	125
Total NB from Townline	**533**	**1706**	**164**	**1780**

EB Townline	**921**	**912**	**1125**	**1025**
WB Townline	**405**	**485**	**505**	**595**

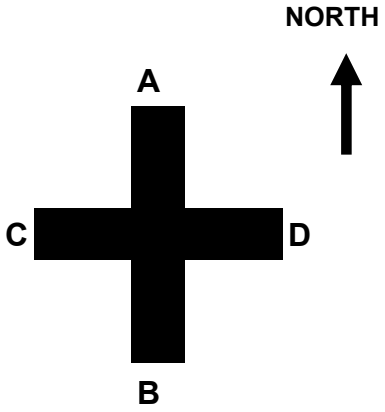
IL 60/83 Existing and Projected 2040 Design Hourly Volumes

Intersection: IL 60/83 and IL 60 (Townline Road) / Willow Springs Road

North-South Roadway: *IL 60/83*

East-West Roadway: *IL 60 (Townline Road) / Willow Springs Rd*

Intersection Movement	IDS Movement	DHV			
		Existing		2040 Projected	
		AM	PM	AM	PM
SB THRU	AB	738	369	740	405
SB LEFT	AD	1267	490	1275	535
SB RIGHT	AC	2	10	5	15
NB THRU	BA	299	689	315	725
NB LEFT	BC	2	3	5	5
NB RIGHT	BD	20	45	25	50
EB THRU	CD	6	13	10	15
EB LEFT	CA	7	15	10	15
EB RIGHT	CB	11	6	15	10
WB THRU	DC	1	5	5	5
WB LEFT	DB	8	31	10	35
WB RIGHT	DA	264	983	285	1040
NORTH LEG	TOTAL A	2577	2556	2630	2735
SOUTH LEG	TOTAL B	1078	1143	1110	1230
WEST LEG	TOTAL C	29	52	50	65
EAST LEG	TOTAL D	1566	1567	1610	1680



AB	738	369	740	405
AC	2	10	5	15
AD	1267	490	1275	535
Total SB from Diamond Lake	**2007**	**869**	**2020**	**955**
BA	299	689	315	725
CA	7	15	10	15
DA	264	983	285	1040
Total NB to Diamond Lake	**570**	**1687**	**610**	**1780**
AB	738	369	740	405
CB	11	6	15	10
DB	8	31	10	35
Total SB to Townline	**757**	**406**	**765**	**450**
BA	299	689	315	725
BC	2	3	5	5
BD	20	45	25	50
Total NB from Townline	**321**	**737**	**345**	**780**

CD	6	13	10	15
BD	20	45	25	50
AD	1267	490	1275	535
EB Townline	**1293**	**548**	**1310**	**600**
WB Townline	**1566**	**1567**	**1610**	**1680**

APPENDIX D – TNM Input and Output Sheets

Predicted Existing

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: IL 60/83
RUN: Predicted Existing

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

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
EB 1	12.0	point1	1	1,064,100.2	2,042,681.2	824.40				Average	
		point5	2	1,064,539.5	2,042,009.2	827.10				Average	
		point6	3	1,064,879.9	2,041,501.0	835.90					
EB 2	12.0	point7	4	1,064,917.8	2,041,444.0	835.80				Average	
		point8	5	1,065,111.5	2,041,141.8	830.60					
ExCL Hawley	24.0	point108	6	1,065,026.5	2,040,583.5	823.20	Signal	0.00	100	Average	
		point247	7	1,065,340.8	2,040,795.4	822.70				Average	
		point248	8	1,065,371.1	2,040,815.8	822.80				Average	
		point253	9	1,065,450.9	2,040,869.6	824.30				Average	
		point252	10	1,065,523.8	2,040,913.0	825.30				Average	
		point251	11	1,065,572.1	2,040,938.5	826.00				Average	
		point250	12	1,065,613.2	2,040,957.6	826.40				Average	
		point249	13	1,065,663.0	2,040,978.6	826.50				Average	
		point135	14	1,065,705.9	2,040,995.0	826.50				Average	
		point109	15	1,065,756.2	2,041,011.8	826.40				Average	
		point110	16	1,065,801.2	2,041,024.8	826.20				Average	
		point111	17	1,065,854.8	2,041,037.9	825.60				Average	
		point112	18	1,065,898.8	2,041,047.0	825.10				Average	
		point113	19	1,065,947.9	2,041,055.0	824.30				Average	
		point114	20	1,065,997.8	2,041,061.2	823.50					
ExCL Midlothian	24.0	point115	21	1,068,717.4	2,035,357.1	771.70	Signal	0.00	100	Average	
		point265	22	1,068,953.2	2,035,560.1	768.70				Average	
		point264	23	1,068,981.6	2,035,584.6	768.60				Average	
		point263	24	1,069,038.1	2,035,633.2	768.80				Average	
		point262	25	1,069,095.6	2,035,684.2	768.20				Average	

		point261	26	1,069,116.8	2,035,705.0	768.00				Average	
		point260	27	1,069,152.5	2,035,742.9	767.60				Average	
		point259	28	1,069,183.4	2,035,779.4	767.10				Average	
		point258	29	1,069,216.9	2,035,823.0	766.30				Average	
		point257	30	1,069,242.5	2,035,860.0	765.70				Average	
		point256	31	1,069,270.1	2,035,904.5	765.10				Average	
		point255	32	1,069,293.2	2,035,946.2	764.70				Average	
		point116	33	1,069,316.8	2,035,993.4	764.50				Average	
		point136	34	1,069,335.2	2,036,036.9	764.40				Average	
		point117	35	1,069,353.8	2,036,085.8	764.30				Average	
		point254	36	1,069,367.9	2,036,131.2	764.10					
ExCL Diamond Lake Road - West	36.0	point118	37	1,073,359.8	2,030,336.1	757.80	Signal	0.00	100	Average	
		point120	38	1,073,367.5	2,030,757.4	762.70					
ExCL Diamond Lake Road - East	24.0	point121	39	1,073,453.8	2,031,552.5	747.90	Signal	0.00	100	Average	
		point122	40	1,073,407.8	2,031,285.6	759.30				Average	
		point123	41	1,073,403.9	2,031,263.4	760.50				Average	
		point124	42	1,073,399.8	2,031,231.6	760.50				Average	
		point125	43	1,073,397.0	2,031,193.1	759.80				Average	
		point126	44	1,073,396.5	2,031,164.4	759.20				Average	
		point127	45	1,073,399.2	2,031,064.5	758.20				Average	
		point266	46	1,073,403.1	2,030,930.6	760.50				Average	
		point128	47	1,073,406.8	2,030,800.0	762.70					
ExCl Townline Road	48.0	point129	48	1,074,565.9	2,030,134.1	752.40	Signal	0.00	100	Average	
		point130	49	1,074,435.8	2,030,103.1	754.10					
EB 3	12.0	point135	50	1,065,111.9	2,041,140.8	830.60				Average	
		point136	51	1,065,340.8	2,040,795.4	822.70				Average	
		point137	52	1,065,378.2	2,040,738.8	821.30					
EB 4	12.0	point138	53	1,065,379.0	2,040,738.1	821.20				Average	
		point139	54	1,065,584.5	2,040,429.2	816.20					
EB 5	12.0	point140	55	1,065,585.0	2,040,428.4	816.20				Average	
		point141	56	1,065,772.8	2,040,153.8	814.10					
EB 6	12.0	point142	57	1,065,773.2	2,040,152.8	814.10				Average	
		point143	58	1,066,098.8	2,039,661.5	810.10					
EB 7	12.0	point144	59	1,067,087.6	2,038,259.2	795.00				Average	
		point145	60	1,067,352.8	2,037,933.2	794.10					
EB 8	12.0	point146	61	1,067,353.2	2,037,932.4	791.10				Average	
		point147	62	1,067,707.6	2,037,558.1	786.00					
EB 9	12.0	point148	63	1,067,708.2	2,037,557.4	786.00				Average	
		point149	64	1,067,932.2	2,037,294.6	782.80				Average	

		point150	65	1,067,976.4	2,037,239.8	782.30					
EB 10	12.0	point151	66	1,068,013.2	2,037,191.8	781.80				Average	
		point152	67	1,068,159.2	2,036,987.2	779.40				Average	
		point153	68	1,068,301.4	2,036,767.2	777.00				Average	
		point154	69	1,068,419.5	2,036,564.6	775.00				Average	
		point155	70	1,068,508.8	2,036,400.6	773.20				Average	
		point156	71	1,068,728.1	2,035,983.8	769.10					
EB 11	12.0	point157	72	1,068,728.8	2,035,982.8	769.00				Average	
		point158	73	1,068,915.9	2,035,629.1	768.00				Average	
		point159	74	1,068,953.2	2,035,560.1	768.70				Average	
		point160	75	1,069,074.2	2,035,336.8	772.10					
EB 12	12.0	point161	76	1,069,183.8	2,035,138.8	776.10				Average	
		point162	77	1,069,453.4	2,034,630.2	770.60				Average	
		point163	78	1,069,733.9	2,034,117.8	765.80				Average	
		point164	79	1,070,007.9	2,033,616.9	764.70				Average	
		point165	80	1,070,170.6	2,033,361.5	757.70				Average	
		point166	81	1,070,265.0	2,033,225.4	759.10				Average	
		point167	82	1,070,424.6	2,033,012.6	761.50				Average	
		point168	83	1,070,599.6	2,032,802.8	762.50				Average	
		point169	84	1,070,863.8	2,032,538.0	754.20				Average	
		point170	85	1,071,076.9	2,032,356.1	753.00				Average	
		point171	86	1,071,436.2	2,032,081.4	769.30				Average	
		point172	87	1,071,694.0	2,031,896.0	769.60				Average	
		point173	88	1,072,024.6	2,031,672.9	767.80				Average	
		point174	89	1,072,446.2	2,031,389.8	765.10				Average	
		point175	90	1,072,596.8	2,031,289.5	764.60					
EB 13	12.0	point176	91	1,072,626.0	2,031,269.6	764.50				Average	
		point177	92	1,072,835.1	2,031,131.0	764.50					
EB 14	12.0	point178	93	1,072,836.9	2,031,129.8	764.50				Average	
		point179	94	1,073,058.2	2,030,966.6	764.00					
EB 15	24.0	point180	95	1,073,059.2	2,030,966.1	764.00				Average	
		point181	96	1,073,367.5	2,030,757.4	762.70				Average	
		point182	97	1,073,661.0	2,030,558.8	760.60				Average	
		point184	98	1,074,076.2	2,030,279.8	756.70				Average	
		point185	99	1,074,486.8	2,029,994.9	753.50					
WB 1	12.0	point186	100	1,074,547.8	2,030,027.6	753.30				Average	
		point187	101	1,074,435.8	2,030,103.1	754.10				Average	
		point188	102	1,074,336.8	2,030,169.8	755.00				Average	
		point189	103	1,074,017.1	2,030,391.5	757.30				Average	

		point190	104	1,073,406.8	2,030,800.0	762.70				Average	
		point191	105	1,073,298.8	2,030,872.8	762.70					
WB 2	24.0	point192	106	1,073,297.9	2,030,872.9	763.10				Average	
		point193	107	1,073,086.1	2,031,008.4	764.00					
WB 3	18.0	point194	108	1,073,085.2	2,031,008.9	764.00				Average	
		point195	109	1,072,869.9	2,031,138.6	764.50				Average	
		point196	110	1,072,825.0	2,031,167.2	764.50					
WB 4	12.0	point197	111	1,072,824.2	2,031,167.8	764.50				Average	
		point198	112	1,072,640.4	2,031,292.0	764.60					
WB 5	12.0	point199	113	1,072,611.1	2,031,310.8	764.60				Average	
		point200	114	1,071,995.2	2,031,724.1	767.80				Average	
		point201	115	1,071,627.2	2,031,974.2	770.10				Average	
		point202	116	1,071,305.5	2,032,213.5	763.30				Average	
		point203	117	1,071,150.4	2,032,333.0	754.60				Average	
		point204	118	1,070,898.2	2,032,542.0	753.20				Average	
		point205	119	1,070,713.2	2,032,721.6	760.00				Average	
		point206	120	1,070,541.2	2,032,910.0	761.80				Average	
		point207	121	1,070,455.8	2,033,015.6	760.80				Average	
		point208	122	1,070,318.0	2,033,195.2	759.00				Average	
		point209	123	1,070,177.5	2,033,396.4	757.00				Average	
		point210	124	1,070,060.2	2,033,580.2	762.00				Average	
		point211	125	1,069,984.6	2,033,711.9	766.70				Average	
		point212	126	1,069,756.1	2,034,130.6	765.70				Average	
		point213	127	1,069,504.4	2,034,611.2	769.70				Average	
		point214	128	1,069,307.2	2,034,970.8	776.50				Average	
		point215	129	1,069,210.4	2,035,152.8	776.00					
WB 6	12.0	point216	130	1,069,105.0	2,035,353.2	772.00				Average	
		point217	131	1,068,981.6	2,035,584.6	768.60				Average	
		point218	132	1,068,924.8	2,035,691.1	767.50				Average	
		point219	133	1,068,755.4	2,035,997.8	769.00					
WB 7	12.0	point220	134	1,068,755.0	2,035,998.5	769.00				Average	
		point221	135	1,068,646.2	2,036,196.5	771.20				Average	
		point222	136	1,068,476.2	2,036,514.4	774.50				Average	
		point223	137	1,068,347.2	2,036,741.2	776.90				Average	
		point224	138	1,068,286.5	2,036,840.6	778.20				Average	
		point225	139	1,068,223.4	2,036,936.6	779.20				Average	
		point226	140	1,068,119.9	2,037,088.8	781.00				Average	
		point227	141	1,068,035.9	2,037,207.1	782.40					
WB 8	12.0	point228	142	1,067,999.4	2,037,257.2	782.90				Average	

		point229	143	1,067,918.1	2,037,378.0	784.30				Average	
		point230	144	1,067,745.2	2,037,586.4	786.60					
WB 9	12.0	point231	145	1,067,744.6	2,037,587.2	786.60				Average	
		point232	146	1,067,441.9	2,037,907.2	790.00				Average	
		point233	147	1,067,390.5	2,037,963.8	791.00					
WB 10	12.0	point234	148	1,067,389.9	2,037,964.5	791.00				Average	
		point235	149	1,067,112.4	2,038,280.6	794.20					
WB 12	12.0	point236	150	1,065,794.2	2,040,168.1	814.10				Average	
		point237	151	1,065,628.0	2,040,430.0	815.90					
WB 11	12.0	point238	152	1,066,121.2	2,039,676.4	810.40				Average	
		point239	153	1,065,794.9	2,040,167.2	814.10					
WB 13	12.0	point240	154	1,065,627.4	2,040,430.8	815.90				Average	
		point241	155	1,065,413.8	2,040,752.5	821.20					
WB 14	12.0	point242	156	1,065,413.2	2,040,753.2	821.20				Average	
		point243	157	1,065,371.1	2,040,815.8	822.80				Average	
		point244	158	1,064,938.5	2,041,457.9	835.70					
WB 15	12.0	point245	159	1,064,901.6	2,041,515.2	835.90				Average	
		point246	160	1,064,130.2	2,042,701.1	824.20					
N EB1	12.0	point161	161	1,062,606.1	2,044,798.6	843.20				Average	
		point162	162	1,062,690.1	2,044,702.5	844.80				Average	
		point163	163	1,062,756.8	2,044,627.9	844.70				Average	
		point164	164	1,062,821.2	2,044,551.1	845.20				Average	
		point165	165	1,062,886.5	2,044,472.5	846.40				Average	
		point166	166	1,062,947.8	2,044,398.5	847.60					
N EB2	12.0	point167	167	1,063,003.8	2,044,339.1	848.30				Average	
		point168	168	1,063,069.2	2,044,240.2	848.00				Average	
		point169	169	1,063,123.8	2,044,159.5	846.30				Average	
		point170	170	1,063,179.2	2,044,075.9	844.40				Average	
		point171	171	1,063,235.8	2,043,991.1	843.40				Average	
		point172	172	1,063,291.2	2,043,909.4	843.50				Average	
		point173	173	1,063,352.8	2,043,817.6	844.40				Average	
		point174	174	1,063,374.9	2,043,783.2	844.60					
N WB1	24.0	point175	175	1,063,395.1	2,043,845.9	844.40				Average	
		point176	176	1,063,331.5	2,043,938.6	843.50				Average	
		point177	177	1,063,275.0	2,044,021.4	843.40				Average	
		point178	178	1,063,219.6	2,044,105.1	844.40				Average	
		point179	179	1,063,163.1	2,044,187.8	846.30				Average	
		point180	180	1,063,106.6	2,044,269.5	848.00				Average	
		point181	181	1,063,035.0	2,044,374.4	848.30					

N WB2	24.0	point182	182	1,062,969.1	2,044,459.8	847.10				Average	
		point183	183	1,062,860.2	2,044,584.9	845.20				Average	
		point184	184	1,062,794.6	2,044,660.5	844.70				Average	
		point185	185	1,062,730.1	2,044,735.1	844.80				Average	
		point186	186	1,062,644.4	2,044,832.0	844.60					
IL176 EB	12.0	point187	187	1,061,929.5	2,043,681.0	858.00				Average	
		point188	188	1,062,219.9	2,043,677.8	863.70				Average	
		point189	189	1,062,591.4	2,043,688.9	857.80				Average	
		point190	190	1,062,792.9	2,043,693.6	850.40				Average	
		point191	191	1,062,951.6	2,043,696.9	848.90				Average	
		point192	192	1,063,100.9	2,043,703.1	848.40				Average	
		point193	193	1,063,238.9	2,043,707.9	847.80				Average	
		point194	194	1,063,375.4	2,043,711.1	847.20					
IL176 WB	12.0	point195	195	1,063,375.4	2,043,733.4	847.20				Average	
		point196	196	1,063,234.1	2,043,730.1	847.80				Average	
		point197	197	1,063,100.9	2,043,728.6	848.40				Average	
		point198	198	1,062,948.5	2,043,725.4	848.90				Average	
		point199	199	1,062,791.4	2,043,722.2	850.40				Average	
		point200	200	1,062,588.1	2,043,717.5	857.80				Average	
		point201	201	1,062,219.9	2,043,711.1	861.80				Average	
		point202	202	1,061,929.5	2,043,706.4	861.30					
IL83 NB	12.0	point203	203	1,063,040.4	2,044,400.8	847.20				Average	
		point204	204	1,063,058.6	2,044,469.4	846.40				Average	
		point205	205	1,063,085.4	2,044,562.5	845.00				Average	
		point206	206	1,063,118.5	2,044,658.8	844.20				Average	
		point207	207	1,063,148.5	2,044,754.2	844.10				Average	
		point208	208	1,063,180.9	2,044,852.1	844.00				Average	
		point209	209	1,063,210.9	2,044,949.1	844.00					
IL83 SB	12.0	point210	210	1,063,175.4	2,044,953.1	844.00				Average	
		point211	211	1,063,143.0	2,044,859.2	844.00				Average	
		point212	212	1,063,111.5	2,044,763.8	844.10				Average	
		point213	213	1,063,079.9	2,044,669.0	844.20				Average	
		point214	214	1,063,046.8	2,044,575.1	845.00				Average	
		point215	215	1,063,012.0	2,044,470.1	846.40					
SCHANK NB	12.0	point216	216	1,062,643.2	2,043,751.1	857.00				Average	
		point217	217	1,062,655.6	2,043,773.9	856.60				Average	
		point218	218	1,062,707.9	2,043,858.6	855.20				Average	
		point219	219	1,062,759.2	2,043,948.0	852.60				Average	
		point220	220	1,062,810.6	2,044,029.8	850.80				Average	

		point221	221	1,062,863.9	2,044,117.2	850.30				Average	
		point222	222	1,062,914.4	2,044,202.0	850.10				Average	
		point223	223	1,062,966.6	2,044,287.6	849.20				Average	
		point224	224	1,062,995.1	2,044,335.1	848.70					
SCHANK SB	12.0	point225	225	1,062,949.5	2,044,324.6	849.20				Average	
		point226	226	1,062,892.4	2,044,215.2	850.10				Average	
		point227	227	1,062,848.6	2,044,124.0	850.30				Average	
		point228	228	1,062,795.4	2,044,040.2	850.80				Average	
		point229	229	1,062,742.1	2,043,952.8	852.60				Average	
		point230	230	1,062,688.9	2,043,868.1	855.20				Average	
		point231	231	1,062,636.6	2,043,784.4	856.60				Average	
		point232	232	1,062,610.9	2,043,743.5	857.00					
MH EB1	12.0	point241	241	1,063,734.6	2,043,242.0	833.60				Average	
		point243	243	1,063,789.4	2,043,158.4	830.20				Average	
		point244	244	1,063,844.1	2,043,074.6	827.60				Average	
		point245	245	1,063,898.9	2,042,991.0	826.30				Average	
		point246	246	1,063,953.6	2,042,907.2	825.30				Average	
		point247	247	1,064,008.4	2,042,823.6	824.50				Average	
		point248	248	1,064,063.1	2,042,739.9	824.70				Average	
		point242	242	1,064,100.1	2,042,683.4	824.80					
MH WB15	12.0	point250	250	1,064,131.4	2,042,701.2	824.60				Average	
		point257	257	1,064,076.4	2,042,784.8	824.70				Average	
		point258	258	1,064,021.5	2,042,868.4	824.50				Average	
		point259	259	1,063,966.5	2,042,951.9	825.30				Average	
		point252	252	1,063,947.2	2,042,981.2	826.30				Average	
		point254	254	1,063,892.2	2,043,064.8	827.60				Average	
		point255	255	1,063,837.4	2,043,148.4	830.20				Average	
		point256	256	1,063,782.4	2,043,231.9	833.60				Average	
		point251	251	1,063,763.1	2,043,261.2	833.60					

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: IL 60/83
RUN: Predicted Existing

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
EB 1	point1	1	798	50	26	50	43	50	0	0	0	0
	point5	2	798	50	26	50	43	50	0	0	0	0
	point6	3										
EB 2	point7	4	798	50	26	50	43	50	0	0	0	0
	point8	5										
ExCL Hawley	point108	6	1590	35	52	35	86	35	0	0	0	0
	point247	7	1590	35	52	35	86	35	0	0	0	0
	point248	8	1590	35	52	35	86	35	0	0	0	0
	point253	9	1590	35	52	35	86	35	0	0	0	0
	point252	10	1590	35	52	35	86	35	0	0	0	0
	point251	11	1590	35	52	35	86	35	0	0	0	0
	point250	12	1590	35	52	35	86	35	0	0	0	0
	point249	13	1590	35	52	35	86	35	0	0	0	0
	point135	14	1590	35	52	35	86	35	0	0	0	0
	point109	15	1590	35	52	35	86	35	0	0	0	0
	point110	16	1590	35	52	35	86	35	0	0	0	0
	point111	17	1590	35	52	35	86	35	0	0	0	0
	point112	18	1590	35	52	35	86	35	0	0	0	0
	point113	19	1590	35	52	35	86	35	0	0	0	0
	point114	20										
ExCL Midlothian	point115	21	2034	45	66	45	110	45	0	0	0	0
	point265	22	2034	45	66	45	110	45	0	0	0	0
	point264	23	2034	45	66	45	110	45	0	0	0	0

	point263	24	2034	45	66	45	110	45	0	0	0	0
	point262	25	2034	45	66	45	110	45	0	0	0	0
	point261	26	2034	45	66	45	110	45	0	0	0	0
	point260	27	2034	45	66	45	110	45	0	0	0	0
	point259	28	2034	45	66	45	110	45	0	0	0	0
	point258	29	2034	45	66	45	110	45	0	0	0	0
	point257	30	2034	45	66	45	110	45	0	0	0	0
	point256	31	2034	45	66	45	110	45	0	0	0	0
	point255	32	2034	45	66	45	110	45	0	0	0	0
	point116	33	2034	45	66	45	110	45	0	0	0	0
	point136	34	2034	45	66	45	110	45	0	0	0	0
	point117	35	2034	45	66	45	110	45	0	0	0	0
	point254	36										
ExCL Diamond Lake Road - West	point118	37	847	40	28	40	46	40	0	0	0	0
	point120	38										
ExCL Diamond Lake Road - East	point121	39	373	30	12	30	20	30	0	0	0	0
	point122	40	373	30	12	30	20	30	0	0	0	0
	point123	41	373	30	12	30	20	30	0	0	0	0
	point124	42	373	30	12	30	20	30	0	0	0	0
	point125	43	373	30	12	30	20	30	0	0	0	0
	point126	44	373	30	12	30	20	30	0	0	0	0
	point127	45	373	30	12	30	20	30	0	0	0	0
	point266	46	373	30	12	30	20	30	0	0	0	0
	point128	47										
ExCl Townline Road	point129	48	2630	35	86	35	143	35	0	0	0	0
	point130	49										
EB 3	point135	50	703	50	23	50	38	50	0	0	0	0
	point136	51	703	50	23	50	38	50	0	0	0	0
	point137	52										
EB 4	point138	53	700	40	23	40	38	40	0	0	0	0
	point139	54										
EB 5	point140	55	700	40	23	40	38	40	0	0	0	0
	point141	56										
EB 6	point142	57	700	40	23	40	38	40	0	0	0	0
	point143	58										
EB 7	point144	59	700	40	23	40	38	40	0	0	0	0

	point145	60										
EB 8	point146	61	700	40	23	40	38	40	0	0	0	0
	point147	62										
EB 9	point148	63	745	40	24	40	41	40	0	0	0	0
	point149	64	745	40	24	40	41	40	0	0	0	0
	point150	65										
EB 10	point151	66	745	40	24	40	41	40	0	0	0	0
	point152	67	745	40	24	40	41	40	0	0	0	0
	point153	68	745	40	24	40	41	40	0	0	0	0
	point154	69	745	40	24	40	41	40	0	0	0	0
	point155	70	745	40	24	40	41	40	0	0	0	0
	point156	71										
EB 11	point157	72	745	40	24	40	41	40	0	0	0	0
	point158	73	745	40	24	40	41	40	0	0	0	0
	point159	74	745	40	24	40	41	40	0	0	0	0
	point160	75										
EB 12	point161	76	1042	35	34	35	57	35	0	0	0	0
	point162	77	1042	35	34	35	57	35	0	0	0	0
	point163	78	1042	35	34	35	57	35	0	0	0	0
	point164	79	1042	35	34	35	57	35	0	0	0	0
	point165	80	1042	35	34	35	57	35	0	0	0	0
	point166	81	1042	35	34	35	57	35	0	0	0	0
	point167	82	1042	35	34	35	57	35	0	0	0	0
	point168	83	1042	35	34	35	57	35	0	0	0	0
	point169	84	1042	35	34	35	57	35	0	0	0	0
	point170	85	1042	35	34	35	57	35	0	0	0	0
	point171	86	1042	35	34	35	57	35	0	0	0	0
	point172	87	1042	35	34	35	57	35	0	0	0	0
	point173	88	1042	35	34	35	57	35	0	0	0	0
	point174	89	1042	35	34	35	57	35	0	0	0	0
	point175	90										
EB 13	point176	91	1547	35	50	35	84	35	0	0	0	0
	point177	92										
EB 14	point178	93	1547	35	50	35	84	35	0	0	0	0
	point179	94										
EB 15	point180	95	1547	40	50	40	84	40	0	0	0	0

	point181	96	1547	40	50	40	84	40	0	0	0	0
	point182	97	1547	40	50	40	84	40	0	0	0	0
	point184	98	1547	40	50	40	84	40	0	0	0	0
	point185	99										
WB 1	point186	100	490	40	16	40	27	40	0	0	0	0
	point187	101	490	40	16	40	27	40	0	0	0	0
	point188	102	490	40	16	40	27	40	0	0	0	0
	point189	103	490	40	16	40	27	40	0	0	0	0
	point190	104	490	40	16	40	27	40	0	0	0	0
	point191	105										
WB 2	point192	106	469	40	15	40	26	40	0	0	0	0
	point193	107										
WB 3	point194	108	469	35	15	35	26	35	0	0	0	0
	point195	109	469	35	15	35	26	35	0	0	0	0
	point196	110										
WB 4	point197	111	469	35	15	35	26	35	0	0	0	0
	point198	112										
WB 5	point199	113	549	35	18	35	30	35	0	0	0	0
	point200	114	549	35	18	35	30	35	0	0	0	0
	point201	115	549	35	18	35	30	35	0	0	0	0
	point202	116	549	35	18	35	30	35	0	0	0	0
	point203	117	549	35	18	35	30	35	0	0	0	0
	point204	118	549	35	18	35	30	35	0	0	0	0
	point205	119	549	35	18	35	30	35	0	0	0	0
	point206	120	549	35	18	35	30	35	0	0	0	0
	point207	121	549	35	18	35	30	35	0	0	0	0
	point208	122	549	35	18	35	30	35	0	0	0	0
	point209	123	549	35	18	35	30	35	0	0	0	0
	point210	124	549	35	18	35	30	35	0	0	0	0
	point211	125	549	35	18	35	30	35	0	0	0	0
	point212	126	549	35	18	35	30	35	0	0	0	0
	point213	127	549	35	18	35	30	35	0	0	0	0
	point214	128	549	35	18	35	30	35	0	0	0	0
	point215	129										
WB 6	point216	130	578	40	19	40	31	40	0	0	0	0
	point217	131	578	40	19	40	31	40	0	0	0	0

	point218	132	578	40	19	40	31	40	0	0	0	0
	point219	133										
WB 7	point220	134	578	40	19	40	31	40	0	0	0	0
	point221	135	578	40	19	40	31	40	0	0	0	0
	point222	136	578	40	19	40	31	40	0	0	0	0
	point223	137	578	40	19	40	31	40	0	0	0	0
	point224	138	578	40	19	40	31	40	0	0	0	0
	point225	139	578	40	19	40	31	40	0	0	0	0
	point226	140	578	40	19	40	31	40	0	0	0	0
	point227	141										
WB 8	point228	142	578	40	19	40	31	40	0	0	0	0
	point229	143	578	40	19	40	31	40	0	0	0	0
	point230	144										
WB 9	point231	145	455	40	15	40	25	40	0	0	0	0
	point232	146	455	40	15	40	25	40	0	0	0	0
	point233	147										
WB 10	point234	148	455	40	15	40	25	40	0	0	0	0
	point235	149										
WB 12	point236	150	455	40	15	40	25	40	0	0	0	0
	point237	151										
WB 11	point238	152	455	40	15	40	25	40	0	0	0	0
	point239	153										
WB 13	point240	154	455	40	15	40	25	40	0	0	0	0
	point241	155										
WB 14	point242	156	436	50	14	50	24	50	0	0	0	0
	point243	157	436	50	14	50	24	50	0	0	0	0
	point244	158										
WB 15	point245	159	504	50	16	50	27	50	0	0	0	0
	point246	160										
N EB1	point161	161	690	45	23	45	38	45	0	0	0	0
	point162	162	690	45	23	45	38	45	0	0	0	0
	point163	163	690	45	23	45	38	45	0	0	0	0
	point164	164	690	45	23	45	38	45	0	0	0	0
	point165	165	690	45	23	45	38	45	0	0	0	0
	point166	166										
N EB2	point167	167	945	45	31	45	51	45	0	0	0	0

	point168	168	945	45	31	45	51	45	0	0	0	0
	point169	169	945	45	31	45	51	45	0	0	0	0
	point170	170	945	45	31	45	51	45	0	0	0	0
	point171	171	945	45	31	45	51	45	0	0	0	0
	point172	172	945	45	31	45	51	45	0	0	0	0
	point173	173	945	45	31	45	51	45	0	0	0	0
	point174	174										
N WB1	point175	175	1115	45	36	45	61	45	0	0	0	0
	point176	176	1115	45	36	45	61	45	0	0	0	0
	point177	177	1115	45	36	45	61	45	0	0	0	0
	point178	178	1115	45	36	45	61	45	0	0	0	0
	point179	179	1115	45	36	45	61	45	0	0	0	0
	point180	180	1115	45	36	45	61	45	0	0	0	0
	point181	181										
N WB2	point182	182	905	45	30	45	49	45	0	0	0	0
	point183	183	905	45	30	45	49	45	0	0	0	0
	point184	184	905	45	30	45	49	45	0	0	0	0
	point185	185	905	45	30	45	49	45	0	0	0	0
	point186	186										
IL176 EB	point187	187	456	45	15	45	25	45	0	0	0	0
	point188	188	456	45	15	45	25	45	0	0	0	0
	point189	189	456	45	15	45	25	45	0	0	0	0
	point190	190	456	45	15	45	25	45	0	0	0	0
	point191	191	456	45	15	45	25	45	0	0	0	0
	point192	192	456	45	15	45	25	45	0	0	0	0
	point193	193	456	45	15	45	25	45	0	0	0	0
	point194	194										
IL176 WB	point195	195	409	45	13	45	22	45	0	0	0	0
	point196	196	409	45	13	45	22	45	0	0	0	0
	point197	197	409	45	13	45	22	45	0	0	0	0
	point198	198	409	45	13	45	22	45	0	0	0	0
	point199	199	409	45	13	45	22	45	0	0	0	0
	point200	200	409	45	13	45	22	45	0	0	0	0
	point201	201	409	45	13	45	22	45	0	0	0	0
	point202	202										
IL83 NB	point203	203	561	45	18	45	31	45	0	0	0	0

	point204	204	561	45	18	45	31	45	0	0	0	0
	point205	205	561	45	18	45	31	45	0	0	0	0
	point206	206	561	45	18	45	31	45	0	0	0	0
	point207	207	561	45	18	45	31	45	0	0	0	0
	point208	208	561	45	18	45	31	45	0	0	0	0
	point209	209										
IL83 SB	point210	210	643	45	21	45	35	45	0	0	0	0
	point211	211	643	45	21	45	35	45	0	0	0	0
	point212	212	643	45	21	45	35	45	0	0	0	0
	point213	213	643	45	21	45	35	45	0	0	0	0
	point214	214	643	45	21	45	35	45	0	0	0	0
	point215	215										
SCHANK NB	point216	216	351	45	11	45	19	45	0	0	0	0
	point217	217	351	45	11	45	19	45	0	0	0	0
	point218	218	351	45	11	45	19	45	0	0	0	0
	point219	219	351	45	11	45	19	45	0	0	0	0
	point220	220	351	45	11	45	19	45	0	0	0	0
	point221	221	351	45	11	45	19	45	0	0	0	0
	point222	222	351	45	11	45	19	45	0	0	0	0
	point223	223	351	45	11	45	19	45	0	0	0	0
	point224	224										
SCHANK SB	point225	225	385	45	13	45	21	45	0	0	0	0
	point226	226	385	45	13	45	21	45	0	0	0	0
	point227	227	385	45	13	45	21	45	0	0	0	0
	point228	228	385	45	13	45	21	45	0	0	0	0
	point229	229	385	45	13	45	21	45	0	0	0	0
	point230	230	385	45	13	45	21	45	0	0	0	0
	point231	231	385	45	13	45	21	45	0	0	0	0
	point232	232										
MH EB1	point241	241	798	50	26	50	43	50	0	0	0	0
	point243	243	798	50	26	50	43	50	0	0	0	0
	point244	244	798	50	26	50	43	50	0	0	0	0
	point245	245	798	50	26	50	43	50	0	0	0	0
	point246	246	798	50	26	50	43	50	0	0	0	0
	point247	247	798	50	26	50	43	50	0	0	0	0
	point248	248	798	50	26	50	43	50	0	0	0	0

	point242	242										
MH WB15	point250	250	504	50	16	50	21	50	0	0	0	0
	point257	257	504	50	16	50	21	50	0	0	0	0
	point258	258	504	50	16	50	21	50	0	0	0	0
	point259	259	504	50	16	50	21	50	0	0	0	0
	point252	252	504	50	16	50	21	50	0	0	0	0
	point254	254	504	50	16	50	21	50	0	0	0	0
	point255	255	504	50	16	50	21	50	0	0	0	0
	point256	256	504	50	16	50	21	50	0	0	0	0
	point251	251										

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: IL 60/83
RUN: Predicted Existing

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	36	6	1,064,531.1	2,041,842.1	816.81	4.92	0.00	66	10.0	8.0	Y
R2	37	10	1,064,676.4	2,041,965.4	835.22	4.92	0.00	66	10.0	8.0	Y
R3	38	1	1,065,291.0	2,041,091.8	830.65	4.92	61.70	66	10.0	8.0	Y
R4	39	14	1,065,721.8	2,040,119.8	814.58	4.92	61.00	66	10.0	8.0	Y
R5	40	30	1,065,488.2	2,040,749.0	811.09	4.92	0.00	66	10.0	8.0	Y
R6	41	16	1,067,356.5	2,037,829.0	788.52	4.92	62.30	66	10.0	8.0	Y
R7	42	31	1,067,726.4	2,037,685.1	783.68	4.92	0.00	66	10.0	8.0	Y
R8	43	1	1,068,237.8	2,036,742.1	774.58	4.92	63.40	66	10.0	8.0	Y
R9	44	2	1,068,507.9	2,036,022.0	769.14	4.92	53.30	66	10.0	8.0	Y
R10	45	1	1,068,508.0	2,035,600.5	771.25	4.92	58.50	66	10.0	8.0	Y
R11	46	1	1,069,220.8	2,034,591.1	774.38	4.92	58.20	66	10.0	8.0	Y
R12	47	8	1,069,624.2	2,034,504.1	766.34	4.92	64.30	66	10.0	8.0	Y
R13	48	12	1,069,872.8	2,033,735.4	774.14	4.92	0.00	66	10.0	8.0	Y
R14	49	1	1,070,214.5	2,033,125.5	758.78	4.92	59.50	66	10.0	8.0	Y
R15	50	6	1,070,491.2	2,033,063.8	762.87	4.92	0.00	66	10.0	8.0	Y
R16	51	1	1,070,411.6	2,032,702.0	753.84	4.92	55.70	66	10.0	8.0	Y
R17	52	8	1,070,906.4	2,032,737.8	741.51	4.92	0.00	66	10.0	8.0	Y
R18	53	6	1,071,201.0	2,032,418.4	747.56	4.92	60.90	66	10.0	8.0	Y
R19	54	18	1,070,836.6	2,032,488.5	768.67	4.92	0.00	66	10.0	8.0	Y
R20	55	11	1,071,623.5	2,032,050.8	769.25	4.92	0.00	66	10.0	8.0	Y
R21	56	9	1,072,551.9	2,031,222.4	763.04	4.92	67.00	66	10.0	8.0	Y
R22	57	22	1,072,668.5	2,031,333.2	767.82	4.92	63.40	66	10.0	8.0	Y

R23	58	1	1,073,055.4	2,031,104.1	763.93	4.92	0.00	66	10.0	8.0	Y
R24	59	1	1,073,329.9	2,030,928.5	763.32	4.92	0.00	66	10.0	8.0	Y
R25	60	1	1,073,525.8	2,030,841.0	762.79	4.92	59.30	66	10.0	8.0	Y
R26	61	3	1,074,243.4	2,030,044.5	761.16	4.92	0.00	66	10.0	8.0	Y
R27	62	1	1,062,951.0	2,044,616.8	842.42	4.92	0.00	66	10.0	8.0	Y
R28	63	1	1,063,195.9	2,044,607.8	842.25	4.92	0.00	66	10.0	8.0	Y
R29	64	1	1,063,177.6	2,044,234.2	843.85	4.92	0.00	66	10.0	8.0	Y
R30	65	1	1,063,127.1	2,043,822.9	846.82	4.92	0.00	66	10.0	8.0	Y
R31	66	3	1,062,354.1	2,043,743.6	862.16	4.92	0.00	66	10.0	8.0	Y
R32	67	3	1,062,663.5	2,043,657.2	861.06	4.92	0.00	66	10.0	8.0	Y
R33	69	8	1,068,520.4	2,037,007.8	778.03	4.92	0.00	66	10.0	8.0	Y

IDOT				**5 June 2017**	
J Reichel				**TNM 2.5**	
INPUT: TREE ZONES					
PROJECT/CONTRACT:	**IL 60/83**				
RUN:	**Predicted Existing**				
Tree Zone		**Points**			
Name	**Average**	**No.**	**Coordinates (ground)**		
	Height		**X**	**Y**	**Z**
	ft		ft	ft	ft
Tree Zone1	20.00	1	1,064,576.4	2,042,100.1	827.60
		2	1,064,641.0	2,042,003.2	830.50
		3	1,064,709.8	2,041,891.2	833.50
Tree Zone3	20.00	4	1,065,588.9	2,040,548.2	818.70
		5	1,065,837.6	2,040,180.6	815.30
		6	1,066,078.8	2,039,810.2	815.50
Tree Zone2	20.00	7	1,064,757.2	2,041,835.2	835.30
		8	1,064,907.8	2,041,529.0	835.70
		9	1,065,121.9	2,041,242.2	835.20
Tree Zone4	20.00	10	1,067,124.6	2,038,164.6	793.40
		11	1,067,281.4	2,037,974.8	790.90
		12	1,067,454.2	2,037,784.2	788.30
Tree Zone5	20.00	13	1,067,515.2	2,037,721.4	787.50
		14	1,067,758.8	2,037,455.8	783.80
		15	1,067,926.8	2,037,237.2	781.70
		16	1,068,060.8	2,037,060.9	782.20
Tree Zone6	20.00	17	1,067,410.0	2,038,010.4	785.40
		18	1,067,459.2	2,037,943.8	788.10
		19	1,067,538.1	2,037,857.5	788.20
Tree Zone7	20.00	20	1,067,611.2	2,037,823.2	786.70
		21	1,067,617.4	2,037,774.9	786.10
		22	1,067,783.8	2,037,587.8	783.40
		23	1,067,619.6	2,037,776.1	785.80
Tree Zone8	20.00	24	1,068,647.4	2,036,049.2	769.20

		25	1,068,571.5	2,036,129.1	770.90
		26	1,068,583.2	2,036,135.4	771.40
Tree Zone9	20.00	27	1,069,579.4	2,034,486.9	767.30
		28	1,069,687.0	2,034,310.8	765.40
		29	1,069,750.5	2,034,331.8	765.00
		30	1,069,696.8	2,034,333.9	765.50
Tree Zone10	20.00	31	1,069,875.2	2,033,819.8	770.60
		32	1,069,945.0	2,033,692.6	767.30
		33	1,069,897.9	2,033,687.2	769.90
		34	1,069,932.4	2,033,699.9	770.20
Tree Zone11	20.00	35	1,069,974.9	2,033,646.1	765.90
		36	1,070,088.2	2,033,443.9	750.30
		37	1,070,164.1	2,033,332.5	755.90
Tree Zone12	30.00	38	1,070,313.8	2,033,117.2	761.50
		39	1,070,599.2	2,032,785.8	760.80
		40	1,070,517.2	2,032,747.8	756.00
		41	1,070,512.8	2,032,812.1	754.90
		42	1,070,260.8	2,033,118.1	756.40
Tree Zone13	20.00	43	1,070,534.9	2,032,972.8	760.30
		44	1,070,649.0	2,032,839.5	764.50
		45	1,070,582.6	2,032,907.8	761.50
Tree Zone14	20.00	46	1,071,114.5	2,032,407.8	752.40
		47	1,071,258.9	2,032,296.8	761.60
		48	1,071,179.0	2,032,351.9	756.80
Tree Zone15	20.00	49	1,071,304.4	2,032,135.1	768.70
		50	1,071,494.8	2,032,006.9	770.90
		51	1,071,476.2	2,031,973.5	770.10
		52	1,071,483.8	2,032,001.2	770.80
Tree Zone16	25.00	53	1,072,008.0	2,031,750.2	768.90
		54	1,072,122.6	2,031,675.8	770.00
		55	1,072,073.5	2,031,747.1	768.80
Tree Zone17	20.00	56	1,072,163.8	2,031,653.1	768.50
		57	1,072,237.4	2,031,604.4	768.40
		58	1,072,195.2	2,031,640.5	768.70
Tree Zone18	20.00	59	1,073,910.4	2,030,112.0	759.30
		60	1,074,027.6	2,030,290.1	758.10

		61	1,074,185.2	2,030,181.5	760.00
		62	1,074,171.4	2,030,086.8	760.80
		63	1,074,141.4	2,030,179.0	760.20
		64	1,074,030.5	2,030,259.9	761.10
		65	1,073,930.4	2,030,104.8	759.60
Tree Zone8a	20.00	66	1,068,370.6	2,035,943.8	767.00
		67	1,068,385.9	2,035,945.4	767.50
		68	1,068,406.8	2,036,022.9	768.10
		69	1,068,533.2	2,036,096.6	769.10
		70	1,068,527.9	2,036,104.9	769.50
		71	1,068,388.6	2,036,027.8	767.80

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: IL 60/83
RUN: Predicted Existing

Building Row Name	Average Height	Building Percent	Points No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
Building1	15.00	80	1	1,068,518.6	2,036,059.5	769.90
			2	1,068,564.2	2,035,993.2	769.50
Building2	15.00	80	3	1,068,609.6	2,035,935.8	768.70
			4	1,068,499.9	2,035,874.6	769.50
Building3	15.00	80	5	1,069,198.8	2,034,828.0	778.50
			6	1,069,246.5	2,034,734.1	778.00
			7	1,069,106.9	2,034,657.6	776.60
Building4	15.00	80	8	1,069,230.8	2,034,608.5	774.50
			9	1,069,229.9	2,034,471.6	774.20
Building5	15.00	80	10	1,070,203.2	2,033,231.5	758.10
			11	1,070,218.6	2,033,208.2	758.10
			12	1,070,190.5	2,033,185.4	758.70
Building6	15.00	80	13	1,070,182.5	2,033,154.5	754.40
			14	1,070,223.6	2,033,185.4	758.50
			15	1,070,253.2	2,033,144.2	760.60
			16	1,070,237.0	2,033,132.2	758.70
Building7	25.00	80	17	1,070,705.8	2,032,881.1	760.00
			18	1,070,707.6	2,032,814.2	760.50
			19	1,070,748.6	2,032,771.8	760.10
			20	1,070,823.9	2,032,766.5	745.40
Building8	25.00	80	21	1,070,825.4	2,032,741.5	745.10
			22	1,070,806.8	2,032,720.4	750.00
			23	1,070,922.4	2,032,603.8	752.20
Building9	15.00	80	24	1,072,529.4	2,031,275.2	763.70

			25	1,072,592.5	2,031,226.6	762.90
Building10	15.00	80	26	1,073,302.5	2,030,914.2	763.70
			27	1,073,360.5	2,030,867.0	764.30
Building11	15.00	80	28	1,073,430.1	2,030,957.8	759.70
			29	1,073,432.8	2,030,886.8	761.30
			30	1,073,456.1	2,030,819.0	763.90
			31	1,073,530.5	2,030,764.9	763.50
Building12	15.00	80	32	1,074,034.0	2,030,214.8	762.30
			33	1,074,082.4	2,030,175.5	762.00

IDOT 5 June 2017
J Reichel TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: IL 60/83
RUN: Predicted Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	36	6	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
R2	37	10	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
R3	38	1	61.7	65.3	66	3.6	10	----	65.3	0.0	8	-8.0
R4	39	14	61.0	65.4	66	4.4	10	----	65.4	0.0	8	-8.0
R5	40	30	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
R6	41	16	62.3	64.0	66	1.7	10	----	64.0	0.0	8	-8.0
R7	42	31	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R8	43	1	63.4	65.0	66	1.6	10	----	65.0	0.0	8	-8.0
R9	44	2	53.3	57.3	66	4.0	10	----	57.3	0.0	8	-8.0
R10	45	1	58.5	59.2	66	0.7	10	----	59.2	0.0	8	-8.0
R11	46	1	58.2	54.0	66	-4.2	10	----	54.0	0.0	8	-8.0
R12	47	8	64.3	65.0	66	0.7	10	----	65.0	0.0	8	-8.0
R13	48	12	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
R14	49	1	59.5	59.6	66	0.1	10	----	59.6	0.0	8	-8.0
R15	50	6	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
R16	51	1	55.7	55.9	66	0.2	10	----	55.9	0.0	8	-8.0
R17	52	8	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R18	53	6	60.9	61.0	66	0.1	10	----	61.0	0.0	8	-8.0
R19	54	18	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
R20	55	11	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
R21	56	9	67.0	61.4	66	-5.6	10	----	61.4	0.0	8	-8.0
R22	57	22	63.4	66.0	66	2.6	10	Snd Lvl	66.0	0.0	8	-8.0
R23	58	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
R24	59	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0

R25	60	1	59.3	62.7	66	3.4	10	----	62.7	0.0	8	-8.0
R26	61	3	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
R27	62	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
R28	63	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
R29	64	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
R30	65	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
R31	66	3	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R32	67	3	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R33	69	8	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	239	0.0	0.0	0.0
All Impacted	62	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

No Build

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: IL 60/83
RUN: No Build

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

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
EB 1	12.0	point1	1	1,064,100.2	2,042,681.2	824.40				Average	
		point5	2	1,064,539.5	2,042,009.2	827.10				Average	
		point6	3	1,064,879.9	2,041,501.0	835.90					
EB 2	12.0	point7	4	1,064,917.8	2,041,444.0	835.80				Average	
		point8	5	1,065,111.5	2,041,141.8	830.60					
ExCL Hawley	24.0	point108	6	1,065,026.5	2,040,583.5	823.20	Signal	0.00	100	Average	
		point247	7	1,065,340.8	2,040,795.4	822.70				Average	
		point248	8	1,065,371.1	2,040,815.8	822.80				Average	
		point253	9	1,065,450.9	2,040,869.6	824.30				Average	
		point252	10	1,065,523.8	2,040,913.0	825.30				Average	
		point251	11	1,065,572.1	2,040,938.5	826.00				Average	
		point250	12	1,065,613.2	2,040,957.6	826.40				Average	
		point249	13	1,065,663.0	2,040,978.6	826.50				Average	
		point135	14	1,065,705.9	2,040,995.0	826.50				Average	
		point109	15	1,065,756.2	2,041,011.8	826.40				Average	
		point110	16	1,065,801.2	2,041,024.8	826.20				Average	
		point111	17	1,065,854.8	2,041,037.9	825.60				Average	
		point112	18	1,065,898.8	2,041,047.0	825.10				Average	
		point113	19	1,065,947.9	2,041,055.0	824.30				Average	
		point114	20	1,065,997.8	2,041,061.2	823.50					
ExCL Midlothian	24.0	point115	21	1,068,717.4	2,035,357.1	771.70	Signal	0.00	100	Average	
		point265	22	1,068,953.2	2,035,560.1	768.70				Average	
		point264	23	1,068,981.6	2,035,584.6	768.60				Average	
		point263	24	1,069,038.1	2,035,633.2	768.80				Average	
		point262	25	1,069,095.6	2,035,684.2	768.20				Average	

		point261	26	1,069,116.8	2,035,705.0	768.00				Average	
		point260	27	1,069,152.5	2,035,742.9	767.60				Average	
		point259	28	1,069,183.4	2,035,779.4	767.10				Average	
		point258	29	1,069,216.9	2,035,823.0	766.30				Average	
		point257	30	1,069,242.5	2,035,860.0	765.70				Average	
		point256	31	1,069,270.1	2,035,904.5	765.10				Average	
		point255	32	1,069,293.2	2,035,946.2	764.70				Average	
		point116	33	1,069,316.8	2,035,993.4	764.50				Average	
		point136	34	1,069,335.2	2,036,036.9	764.40				Average	
		point117	35	1,069,353.8	2,036,085.8	764.30				Average	
		point254	36	1,069,367.9	2,036,131.2	764.10					
ExCL Diamond Lake Road - West	36.0	point118	37	1,073,359.8	2,030,336.1	757.80	Signal	0.00	100	Average	
		point120	38	1,073,367.5	2,030,757.4	762.70					
ExCL Diamond Lake Road - East	24.0	point121	39	1,073,453.8	2,031,552.5	747.90	Signal	0.00	100	Average	
		point122	40	1,073,407.8	2,031,285.6	759.30				Average	
		point123	41	1,073,403.9	2,031,263.4	760.50				Average	
		point124	42	1,073,399.8	2,031,231.6	760.50				Average	
		point125	43	1,073,397.0	2,031,193.1	759.80				Average	
		point126	44	1,073,396.5	2,031,164.4	759.20				Average	
		point127	45	1,073,399.2	2,031,064.5	758.20				Average	
		point266	46	1,073,403.1	2,030,930.6	760.50				Average	
		point128	47	1,073,406.8	2,030,800.0	762.70					
ExCl Townline Road	48.0	point129	48	1,074,565.9	2,030,134.1	752.40	Signal	0.00	100	Average	
		point130	49	1,074,435.8	2,030,103.1	754.10					
EB 3	12.0	point135	50	1,065,111.9	2,041,140.8	830.60				Average	
		point136	51	1,065,340.8	2,040,795.4	822.70				Average	
		point137	52	1,065,378.2	2,040,738.8	821.30					
EB 4	12.0	point138	53	1,065,379.0	2,040,738.1	821.20				Average	
		point139	54	1,065,584.5	2,040,429.2	816.20					
EB 5	12.0	point140	55	1,065,585.0	2,040,428.4	816.20				Average	
		point141	56	1,065,772.8	2,040,153.8	814.10					
EB 6	12.0	point142	57	1,065,773.2	2,040,152.8	814.10				Average	
		point143	58	1,066,098.8	2,039,661.5	810.10					
EB 7	12.0	point144	59	1,067,087.6	2,038,259.2	795.00				Average	
		point145	60	1,067,352.8	2,037,933.2	794.10					
EB 8	12.0	point146	61	1,067,353.2	2,037,932.4	791.10				Average	
		point147	62	1,067,707.6	2,037,558.1	786.00					
EB 9	12.0	point148	63	1,067,708.2	2,037,557.4	786.00				Average	
		point149	64	1,067,932.2	2,037,294.6	782.80				Average	

		point150	65	1,067,976.4	2,037,239.8	782.30					
EB 10	12.0	point151	66	1,068,013.2	2,037,191.8	781.80				Average	
		point152	67	1,068,159.2	2,036,987.2	779.40				Average	
		point153	68	1,068,301.4	2,036,767.2	777.00				Average	
		point154	69	1,068,419.5	2,036,564.6	775.00				Average	
		point155	70	1,068,508.8	2,036,400.6	773.20				Average	
		point156	71	1,068,728.1	2,035,983.8	769.10					
EB 11	12.0	point157	72	1,068,728.8	2,035,982.8	769.00				Average	
		point158	73	1,068,915.9	2,035,629.1	768.00				Average	
		point159	74	1,068,953.2	2,035,560.1	768.70				Average	
		point160	75	1,069,074.2	2,035,336.8	772.10					
EB 12	12.0	point161	76	1,069,183.8	2,035,138.8	776.10				Average	
		point162	77	1,069,453.4	2,034,630.2	770.60				Average	
		point163	78	1,069,733.9	2,034,117.8	765.80				Average	
		point164	79	1,070,007.9	2,033,616.9	764.70				Average	
		point165	80	1,070,170.6	2,033,361.5	757.70				Average	
		point166	81	1,070,265.0	2,033,225.4	759.10				Average	
		point167	82	1,070,424.6	2,033,012.6	761.50				Average	
		point168	83	1,070,599.6	2,032,802.8	762.50				Average	
		point169	84	1,070,863.8	2,032,538.0	754.20				Average	
		point170	85	1,071,076.9	2,032,356.1	753.00				Average	
		point171	86	1,071,436.2	2,032,081.4	769.30				Average	
		point172	87	1,071,694.0	2,031,896.0	769.60				Average	
		point173	88	1,072,024.6	2,031,672.9	767.80				Average	
		point174	89	1,072,446.2	2,031,389.8	765.10				Average	
		point175	90	1,072,596.8	2,031,289.5	764.60					
EB 13	12.0	point176	91	1,072,626.0	2,031,269.6	764.50				Average	
		point177	92	1,072,835.1	2,031,131.0	764.50					
EB 14	12.0	point178	93	1,072,836.9	2,031,129.8	764.50				Average	
		point179	94	1,073,058.2	2,030,966.6	764.00					
EB 15	24.0	point180	95	1,073,059.2	2,030,966.1	764.00				Average	
		point181	96	1,073,367.5	2,030,757.4	762.70				Average	
		point182	97	1,073,661.0	2,030,558.8	760.60				Average	
		point184	98	1,074,076.2	2,030,279.8	756.70				Average	
		point185	99	1,074,486.8	2,029,994.9	753.50					
WB 1	12.0	point186	100	1,074,547.8	2,030,027.6	753.30				Average	
		point187	101	1,074,435.8	2,030,103.1	754.10				Average	
		point188	102	1,074,336.8	2,030,169.8	755.00				Average	
		point189	103	1,074,017.1	2,030,391.5	757.30				Average	

		point190	104	1,073,406.8	2,030,800.0	762.70				Average	
		point191	105	1,073,298.8	2,030,872.8	762.70					
WB 2	24.0	point192	106	1,073,297.9	2,030,872.9	763.10				Average	
		point193	107	1,073,086.1	2,031,008.4	764.00					
WB 3	18.0	point194	108	1,073,085.2	2,031,008.9	764.00				Average	
		point195	109	1,072,869.9	2,031,138.6	764.50				Average	
		point196	110	1,072,825.0	2,031,167.2	764.50					
WB 4	12.0	point197	111	1,072,824.2	2,031,167.8	764.50				Average	
		point198	112	1,072,640.4	2,031,292.0	764.60					
WB 5	12.0	point199	113	1,072,611.1	2,031,310.8	764.60				Average	
		point200	114	1,071,995.2	2,031,724.1	767.80				Average	
		point201	115	1,071,627.2	2,031,974.2	770.10				Average	
		point202	116	1,071,305.5	2,032,213.5	763.30				Average	
		point203	117	1,071,150.4	2,032,333.0	754.60				Average	
		point204	118	1,070,898.2	2,032,542.0	753.20				Average	
		point205	119	1,070,713.2	2,032,721.6	760.00				Average	
		point206	120	1,070,541.2	2,032,910.0	761.80				Average	
		point207	121	1,070,455.8	2,033,015.6	760.80				Average	
		point208	122	1,070,318.0	2,033,195.2	759.00				Average	
		point209	123	1,070,177.5	2,033,396.4	757.00				Average	
		point210	124	1,070,060.2	2,033,580.2	762.00				Average	
		point211	125	1,069,984.6	2,033,711.9	766.70				Average	
		point212	126	1,069,756.1	2,034,130.6	765.70				Average	
		point213	127	1,069,504.4	2,034,611.2	769.70				Average	
		point214	128	1,069,307.2	2,034,970.8	776.50				Average	
		point215	129	1,069,210.4	2,035,152.8	776.00					
WB 6	12.0	point216	130	1,069,105.0	2,035,353.2	772.00				Average	
		point217	131	1,068,981.6	2,035,584.6	768.60				Average	
		point218	132	1,068,924.8	2,035,691.1	767.50				Average	
		point219	133	1,068,755.4	2,035,997.8	769.00					
WB 7	12.0	point220	134	1,068,755.0	2,035,998.5	769.00				Average	
		point221	135	1,068,646.2	2,036,196.5	771.20				Average	
		point222	136	1,068,476.2	2,036,514.4	774.50				Average	
		point223	137	1,068,347.2	2,036,741.2	776.90				Average	
		point224	138	1,068,286.5	2,036,840.6	778.20				Average	
		point225	139	1,068,223.4	2,036,936.6	779.20				Average	
		point226	140	1,068,119.9	2,037,088.8	781.00				Average	
		point227	141	1,068,035.9	2,037,207.1	782.40					
WB 8	12.0	point228	142	1,067,999.4	2,037,257.2	782.90				Average	

		point229	143	1,067,918.1	2,037,378.0	784.30				Average	
		point230	144	1,067,745.2	2,037,586.4	786.60					
WB 9	12.0	point231	145	1,067,744.6	2,037,587.2	786.60				Average	
		point232	146	1,067,441.9	2,037,907.2	790.00				Average	
		point233	147	1,067,390.5	2,037,963.8	791.00					
WB 10	12.0	point234	148	1,067,389.9	2,037,964.5	791.00				Average	
		point235	149	1,067,112.4	2,038,280.6	794.20					
WB 12	12.0	point236	150	1,065,794.2	2,040,168.1	814.10				Average	
		point237	151	1,065,628.0	2,040,430.0	815.90					
WB 11	12.0	point238	152	1,066,121.2	2,039,676.4	810.40				Average	
		point239	153	1,065,794.9	2,040,167.2	814.10					
WB 13	12.0	point240	154	1,065,627.4	2,040,430.8	815.90				Average	
		point241	155	1,065,413.8	2,040,752.5	821.20					
WB 14	12.0	point242	156	1,065,413.2	2,040,753.2	821.20				Average	
		point243	157	1,065,371.1	2,040,815.8	822.80				Average	
		point244	158	1,064,938.5	2,041,457.9	835.70					
WB 15	12.0	point245	159	1,064,901.6	2,041,515.2	835.90				Average	
		point246	160	1,064,130.2	2,042,701.1	824.20					
N EB1	12.0	point161	161	1,062,606.1	2,044,798.6	843.20				Average	
		point162	163	1,062,690.1	2,044,702.5	844.80				Average	
		point163	164	1,062,756.8	2,044,627.9	844.70				Average	
		point164	165	1,062,821.2	2,044,551.1	845.20				Average	
		point165	166	1,062,886.5	2,044,472.5	846.40				Average	
		point166	162	1,062,947.8	2,044,398.5	847.60					
N EB2	12.0	point167	167	1,063,003.8	2,044,339.1	848.30				Average	
		point168	169	1,063,069.2	2,044,240.2	848.00				Average	
		point169	170	1,063,123.8	2,044,159.5	846.30				Average	
		point170	171	1,063,179.2	2,044,075.9	844.40				Average	
		point171	172	1,063,235.8	2,043,991.1	843.40				Average	
		point172	173	1,063,291.2	2,043,909.4	843.50				Average	
		point173	174	1,063,352.8	2,043,817.6	844.40				Average	
		point174	168	1,063,374.9	2,043,783.2	844.60					
N WB1	24.0	point175	178	1,063,395.1	2,043,845.9	844.40				Average	
		point176	180	1,063,331.5	2,043,938.6	843.50				Average	
		point177	181	1,063,275.0	2,044,021.4	843.40				Average	
		point178	182	1,063,219.6	2,044,105.1	844.40				Average	
		point179	183	1,063,163.1	2,044,187.8	846.30				Average	
		point180	184	1,063,106.6	2,044,269.5	848.00				Average	
		point181	179	1,063,035.0	2,044,374.4	848.30					

N WB2	24.0	point182	185	1,062,969.1	2,044,459.8	847.10				Average	
		point183	187	1,062,860.2	2,044,584.9	845.20				Average	
		point184	188	1,062,794.6	2,044,660.5	844.70				Average	
		point185	189	1,062,730.1	2,044,735.1	844.80				Average	
		point186	186	1,062,644.4	2,044,832.0	844.60					
IL176 EB	12.0	point190	190	1,061,928.2	2,043,682.0	858.00				Average	
		point192	192	1,062,134.5	2,043,685.6	863.70				Average	
		point193	193	1,062,340.8	2,043,689.1	857.80				Average	
		point194	194	1,062,547.0	2,043,692.8	850.40				Average	
		point195	195	1,062,753.4	2,043,696.4	848.90				Average	
		point196	196	1,062,959.6	2,043,700.0	848.40				Average	
		point197	197	1,063,165.9	2,043,703.5	847.80				Average	
		point191	191	1,063,372.1	2,043,707.1	847.20					
IL176 WB	12.0	point198	198	1,063,372.5	2,043,732.4	847.20				Average	
		point200	200	1,063,166.0	2,043,728.8	847.80				Average	
		point201	201	1,062,959.6	2,043,725.1	848.40				Average	
		point202	202	1,062,753.1	2,043,721.5	848.90				Average	
		point203	203	1,062,546.6	2,043,717.9	850.40				Average	
		point204	204	1,062,340.1	2,043,714.2	857.80				Average	
		point205	205	1,062,133.8	2,043,710.6	861.80				Average	
		point199	199	1,061,927.2	2,043,707.0	861.30					
IL83 NB	12.0	point203	206	1,063,040.4	2,044,400.8	847.20				Average	
		point204	208	1,063,058.6	2,044,469.4	846.40				Average	
		point205	209	1,063,085.4	2,044,562.5	845.00				Average	
		point206	210	1,063,118.5	2,044,658.8	844.20				Average	
		point207	211	1,063,148.5	2,044,754.2	844.10				Average	
		point208	212	1,063,180.9	2,044,852.1	844.00				Average	
		point209	207	1,063,210.9	2,044,949.1	844.00					
IL83 SB	12.0	point210	213	1,063,175.4	2,044,953.1	844.00				Average	
		point211	215	1,063,143.0	2,044,859.2	844.00				Average	
		point212	216	1,063,111.5	2,044,763.8	844.10				Average	
		point213	217	1,063,079.9	2,044,669.0	844.20				Average	
		point214	218	1,063,046.8	2,044,575.1	845.00				Average	
		point215	214	1,063,012.0	2,044,470.1	846.40					
SCHANK NB	12.0	point216	219	1,062,643.2	2,043,751.1	857.00				Average	
		point217	221	1,062,655.6	2,043,773.9	856.60				Average	
		point218	222	1,062,707.9	2,043,858.6	855.20				Average	
		point219	223	1,062,759.2	2,043,948.0	852.60				Average	
		point220	224	1,062,810.6	2,044,029.8	850.80				Average	

		point221	225	1,062,863.9	2,044,117.2	850.30				Average	
		point222	226	1,062,914.4	2,044,202.0	850.10				Average	
		point223	227	1,062,966.6	2,044,287.6	849.20				Average	
		point224	220	1,062,995.1	2,044,335.1	848.70					
SCHANK SB	12.0	point225	228	1,062,949.5	2,044,324.6	849.20				Average	
		point226	230	1,062,892.4	2,044,215.2	850.10				Average	
		point227	231	1,062,848.6	2,044,124.0	850.30				Average	
		point228	232	1,062,795.4	2,044,040.2	850.80				Average	
		point229	233	1,062,742.1	2,043,952.8	852.60				Average	
		point230	234	1,062,688.9	2,043,868.1	855.20				Average	
		point231	235	1,062,636.6	2,043,784.4	856.60				Average	
		point232	229	1,062,610.9	2,043,743.5	857.00					
MH WB15	12.0	point236	236	1,064,131.4	2,042,701.2	824.60				Average	
		point246	246	1,064,076.4	2,042,784.8	824.70				Average	
		point247	247	1,064,021.5	2,042,868.4	824.50				Average	
		point248	248	1,063,966.5	2,042,951.9	825.30				Average	
		point249	249	1,063,947.2	2,042,981.2	826.30				Average	
		point250	250	1,063,892.2	2,043,064.8	827.60				Average	
		point251	251	1,063,837.4	2,043,148.4	830.20				Average	
		point237	237	1,063,782.4	2,043,231.9	833.60					
MH EB01	12.0	point238	238	1,063,734.6	2,043,242.0	833.60				Average	
		point240	240	1,063,789.4	2,043,158.4	830.20				Average	
		point241	241	1,063,844.1	2,043,074.6	827.60				Average	
		point242	242	1,063,898.9	2,042,991.0	826.30				Average	
		point243	243	1,063,953.6	2,042,907.2	825.30				Average	
		point244	244	1,064,008.4	2,042,823.6	824.50				Average	
		point245	245	1,064,063.1	2,042,739.9	824.70				Average	
		point239	239	1,064,100.1	2,042,683.4	824.80					

IDOT **5 June 2017**
J Reichel **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **IL 60/83**
RUN: **No Build**

Roadway	Points		Segment									
Name	Name	No.	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
EB 1	point1	1	966	50	32	50	53	50	0	0	0	0
	point5	2	966	50	32	50	53	50	0	0	0	0
	point6	3										
EB 2	point7	4	966	50	32	50	53	50	0	0	0	0
	point8	5										
ExCL Hawley	point108	6	2065	35	68	35	112	35	0	0	0	0
	point247	7	2065	35	68	35	112	35	0	0	0	0
	point248	8	2065	35	68	35	112	35	0	0	0	0
	point253	9	2065	35	68	35	112	35	0	0	0	0
	point252	10	2065	35	68	35	112	35	0	0	0	0
	point251	11	2065	35	68	35	112	35	0	0	0	0
	point250	12	2065	35	68	35	112	35	0	0	0	0
	point249	13	2065	35	68	35	112	35	0	0	0	0
	point135	14	2065	35	68	35	112	35	0	0	0	0
	point109	15	2065	35	68	35	112	35	0	0	0	0
	point110	16	2065	35	68	35	112	35	0	0	0	0
	point111	17	2065	35	68	35	112	35	0	0	0	0
	point112	18	2065	35	68	35	112	35	0	0	0	0
	point113	19	2065	35	68	35	112	35	0	0	0	0
	point114	20										
ExCL Midlothian	point115	21	3482	45	114	45	190	45	0	0	0	0
	point265	22	3482	45	114	45	190	45	0	0	0	0
	point264	23	3482	45	114	45	190	45	0	0	0	0

	point263	24	3482	45	114	45	190	45	0	0	0	0
	point262	25	3482	45	114	45	190	45	0	0	0	0
	point261	26	3482	45	114	45	190	45	0	0	0	0
	point260	27	3482	45	114	45	190	45	0	0	0	0
	point259	28	3482	45	114	45	190	45	0	0	0	0
	point258	29	3482	45	114	45	190	45	0	0	0	0
	point257	30	3482	45	114	45	190	45	0	0	0	0
	point256	31	3482	45	114	45	190	45	0	0	0	0
	point255	32	3482	45	114	45	190	45	0	0	0	0
	point116	33	3482	45	114	45	190	45	0	0	0	0
	point136	34	3482	45	114	45	190	45	0	0	0	0
	point117	35	3482	45	114	45	190	45	0	0	0	0
	point254	36										
ExCL Diamond Lake Road - West	point118	37	1035	40	34	40	56	40	0	0	0	0
	point120	38										
ExCL Diamond Lake Road - East	point121	39	465	30	15	30	25	30	0	0	0	0
	point122	40	465	30	15	30	25	30	0	0	0	0
	point123	41	465	30	15	30	25	30	0	0	0	0
	point124	42	465	30	15	30	25	30	0	0	0	0
	point125	43	465	30	15	30	25	30	0	0	0	0
	point126	44	465	30	15	30	25	30	0	0	0	0
	point127	45	465	30	15	30	25	30	0	0	0	0
	point266	46	465	30	15	30	25	30	0	0	0	0
	point128	47										
ExCl Townline Road	point129	48	2686	35	88	35	146	35	0	0	0	0
	point130	49										
EB 3	point135	50	782	50	26	50	43	50	0	0	0	0
	point136	51	782	50	26	50	43	50	0	0	0	0
	point137	52										
EB 4	point138	53	819	40	27	40	45	40	0	0	0	0
	point139	54										
EB 5	point140	55	819	40	27	40	45	40	0	0	0	0
	point141	56										
EB 6	point142	57	819	40	27	40	45	40	0	0	0	0
	point143	58										
EB 7	point144	59	819	40	27	40	45	40	0	0	0	0

	point145	60										
EB 8	point146	61	819	40	27	40	45	40	0	0	0	0
	point147	62										
EB 9	point148	63	860	40	28	40	47	40	0	0	0	0
	point149	64	860	40	28	40	47	40	0	0	0	0
	point150	65										
EB 10	point151	66	860	40	28	40	47	40	0	0	0	0
	point152	67	860	40	28	40	47	40	0	0	0	0
	point153	68	860	40	28	40	47	40	0	0	0	0
	point154	69	860	40	28	40	47	40	0	0	0	0
	point155	70	860	40	28	40	47	40	0	0	0	0
	point156	71										
EB 11	point157	72	860	40	28	40	47	40	0	0	0	0
	point158	73	860	40	28	40	47	40	0	0	0	0
	point159	74	860	40	28	40	47	40	0	0	0	0
	point160	75										
EB 12	point161	76	984	35	32	35	54	35	0	0	0	0
	point162	77	984	35	32	35	54	35	0	0	0	0
	point163	78	984	35	32	35	54	35	0	0	0	0
	point164	79	984	35	32	35	54	35	0	0	0	0
	point165	80	984	35	32	35	54	35	0	0	0	0
	point166	81	984	35	32	35	54	35	0	0	0	0
	point167	82	984	35	32	35	54	35	0	0	0	0
	point168	83	984	35	32	35	54	35	0	0	0	0
	point169	84	984	35	32	35	54	35	0	0	0	0
	point170	85	984	35	32	35	54	35	0	0	0	0
	point171	86	984	35	32	35	54	35	0	0	0	0
	point172	87	984	35	32	35	54	35	0	0	0	0
	point173	88	984	35	32	35	54	35	0	0	0	0
	point174	89	984	35	32	35	54	35	0	0	0	0
	point175	90										
EB 13	point176	91	1237	35	40	35	67	35	0	0	0	0
	point177	92										
EB 14	point178	93	1237	35	40	35	67	35	0	0	0	0
	point179	94										
EB 15	point180	95	1237	40	40	40	67	40	0	0	0	0

	point181	96	1237	40	40	40	67	40	0	0	0	0
	point182	97	1237	40	40	40	67	40	0	0	0	0
	point184	98	1237	40	40	40	67	40	0	0	0	0
	point185	99										
WB 1	point186	100	515	40	17	40	28	40	0	0	0	0
	point187	101	515	40	17	40	28	40	0	0	0	0
	point188	102	515	40	17	40	28	40	0	0	0	0
	point189	103	515	40	17	40	28	40	0	0	0	0
	point190	104	515	40	17	40	28	40	0	0	0	0
	point191	105										
WB 2	point192	106	511	40	17	40	28	40	0	0	0	0
	point193	107										
WB 3	point194	108	511	35	17	35	28	35	0	0	0	0
	point195	109	511	35	17	35	28	35	0	0	0	0
	point196	110										
WB 4	point197	111	511	35	17	35	28	35	0	0	0	0
	point198	112										
WB 5	point199	113	658	35	21	35	36	35	0	0	0	0
	point200	114	658	35	21	35	36	35	0	0	0	0
	point201	115	658	35	21	35	36	35	0	0	0	0
	point202	116	658	35	21	35	36	35	0	0	0	0
	point203	117	658	35	21	35	36	35	0	0	0	0
	point204	118	658	35	21	35	36	35	0	0	0	0
	point205	119	658	35	21	35	36	35	0	0	0	0
	point206	120	658	35	21	35	36	35	0	0	0	0
	point207	121	658	35	21	35	36	35	0	0	0	0
	point208	122	658	35	21	35	36	35	0	0	0	0
	point209	123	658	35	21	35	36	35	0	0	0	0
	point210	124	658	35	21	35	36	35	0	0	0	0
	point211	125	658	35	21	35	36	35	0	0	0	0
	point212	126	658	35	21	35	36	35	0	0	0	0
	point213	127	658	35	21	35	36	35	0	0	0	0
	point214	128	658	35	21	35	36	35	0	0	0	0
	point215	129										
WB 6	point216	130	621	40	20	40	34	40	0	0	0	0
	point217	131	621	40	20	40	34	40	0	0	0	0

	point218	132	621	40	20	40	34	40	0	0	0	0
	point219	133										
WB 7	point220	134	621	40	20	40	34	40	0	0	0	0
	point221	135	621	40	20	40	34	40	0	0	0	0
	point222	136	621	40	20	40	34	40	0	0	0	0
	point223	137	621	40	20	40	34	40	0	0	0	0
	point224	138	621	40	20	40	34	40	0	0	0	0
	point225	139	621	40	20	40	34	40	0	0	0	0
	point226	140	621	40	20	40	34	40	0	0	0	0
	point227	141										
WB 8	point228	142	621	40	20	40	34	40	0	0	0	0
	point229	143	621	40	20	40	34	40	0	0	0	0
	point230	144										
WB 9	point231	145	534	40	17	40	29	40	0	0	0	0
	point232	146	534	40	17	40	29	40	0	0	0	0
	point233	147										
WB 10	point234	148	534	40	17	40	29	40	0	0	0	0
	point235	149										
WB 12	point236	150	534	40	17	40	29	40	0	0	0	0
	point237	151										
WB 11	point238	152	892	40	29	40	49	40	0	0	0	0
	point239	153										
WB 13	point240	154	534	40	17	40	29	40	0	0	0	0
	point241	155										
WB 14	point242	156	529	50	17	50	29	50	0	0	0	0
	point243	157	529	50	17	50	29	50	0	0	0	0
	point244	158										
WB 15	point245	159	791	50	26	50	43	50	0	0	0	0
	point246	160										
N EB1	point161	161	915	45	30	45	50	45	0	0	0	0
	point162	163	915	45	30	45	50	45	0	0	0	0
	point163	164	915	45	30	45	50	45	0	0	0	0
	point164	165	915	45	30	45	50	45	0	0	0	0
	point165	166	915	45	30	45	50	45	0	0	0	0
	point166	162										
N EB2	point167	167	1196	45	39	45	65	45	0	0	0	0

	point168	169	1196	45	39	45	65	45	0	0	0	0
	point169	170	1196	45	39	45	65	45	0	0	0	0
	point170	171	1196	45	39	45	65	45	0	0	0	0
	point171	172	1196	45	39	45	65	45	0	0	0	0
	point172	173	1196	45	39	45	65	45	0	0	0	0
	point173	174	1196	45	39	45	65	45	0	0	0	0
	point174	168										
N WB1	point175	178	1191	45	36	45	61	45	0	0	0	0
	point176	180	1191	45	36	45	61	45	0	0	0	0
	point177	181	1191	45	36	45	61	45	0	0	0	0
	point178	182	1191	45	36	45	61	45	0	0	0	0
	point179	183	1191	45	36	45	61	45	0	0	0	0
	point180	184	1191	45	36	45	61	45	0	0	0	0
	point181	179										
N WB2	point182	185	984	45	32	45	54	45	0	0	0	0
	point183	187	984	45	32	45	54	45	0	0	0	0
	point184	188	984	45	32	45	54	45	0	0	0	0
	point185	189	984	45	32	45	54	45	0	0	0	0
	point186	186										
IL176 EB	point190	190	607	45	20	45	33	45	0	0	0	0
	point192	192	607	45	20	45	33	45	0	0	0	0
	point193	193	607	45	20	45	33	45	0	0	0	0
	point194	194	607	45	20	45	33	45	0	0	0	0
	point195	195	607	45	20	45	33	45	0	0	0	0
	point196	196	607	45	20	45	33	45	0	0	0	0
	point197	197	607	45	20	45	33	45	0	0	0	0
	point191	191										
IL176 WB	point198	198	446	45	15	45	24	45	0	0	0	0
	point200	200	446	45	15	45	24	45	0	0	0	0
	point201	201	446	45	15	45	24	45	0	0	0	0
	point202	202	446	45	15	45	24	45	0	0	0	0
	point203	203	446	45	15	45	24	45	0	0	0	0
	point204	204	446	45	15	45	24	45	0	0	0	0
	point205	205	446	45	15	45	24	45	0	0	0	0
	point199	199										
IL83 NB	point203	206	736	45	24	45	40	45	0	0	0	0

	point204	208	736	45	24	45	40	45	0	0	0	0
	point205	209	736	45	24	45	40	45	0	0	0	0
	point206	210	736	45	24	45	40	45	0	0	0	0
	point207	211	736	45	24	45	40	45	0	0	0	0
	point208	212	736	45	24	45	40	45	0	0	0	0
	point209	207										
IL83 SB	point210	213	630	45	21	45	34	45	0	0	0	0
	point211	215	630	45	21	45	34	45	0	0	0	0
	point212	216	630	45	21	45	34	45	0	0	0	0
	point213	217	630	45	21	45	34	45	0	0	0	0
	point214	218	630	45	21	45	34	45	0	0	0	0
	point215	214										
SCHANK NB	point216	219	506	45	17	45	28	45	0	0	0	0
	point217	221	506	45	17	45	28	45	0	0	0	0
	point218	222	506	45	17	45	28	45	0	0	0	0
	point219	223	506	45	17	45	28	45	0	0	0	0
	point220	224	506	45	17	45	28	45	0	0	0	0
	point221	225	506	45	17	45	28	45	0	0	0	0
	point222	226	506	45	17	45	28	45	0	0	0	0
	point223	227	506	45	17	45	28	45	0	0	0	0
	point224	220										
SCHANK SB	point225	228	377	45	12	45	21	45	0	0	0	0
	point226	230	377	45	12	45	21	45	0	0	0	0
	point227	231	377	45	12	45	21	45	0	0	0	0
	point228	232	377	45	12	45	21	45	0	0	0	0
	point229	233	377	45	12	45	21	45	0	0	0	0
	point230	234	377	45	12	45	21	45	0	0	0	0
	point231	235	377	45	12	45	21	45	0	0	0	0
	point232	229										
MH WB15	point236	236	791	50	26	50	43	50	0	0	0	0
	point246	246	791	50	26	50	43	50	0	0	0	0
	point247	247	791	50	26	50	43	50	0	0	0	0
	point248	248	791	50	26	50	43	50	0	0	0	0
	point249	249	791	50	26	50	43	50	0	0	0	0
	point250	250	791	50	26	50	43	50	0	0	0	0
	point251	251	791	50	26	50	43	50	0	0	0	0

	point237	237										
MH EB01	point238	238	966	50	32	50	53	50	0	0	0	0
	point240	240	966	50	32	50	53	50	0	0	0	0
	point241	241	966	50	32	50	53	50	0	0	0	0
	point242	242	966	50	32	50	53	50	0	0	0	0
	point243	243	966	50	32	50	53	50	0	0	0	0
	point244	244	966	50	32	50	53	50	0	0	0	0
	point245	245	966	50	32	50	53	50	0	0	0	0
	point239	239										

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: IL 60/83
RUN: No Build

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	36	6	1,064,531.1	2,041,842.1	816.81	4.92	0.00	66	10.0	8.0	Y
R2	37	10	1,064,676.4	2,041,965.4	835.22	4.92	0.00	66	10.0	8.0	Y
R3	38	1	1,065,291.0	2,041,091.8	830.65	4.92	61.70	66	10.0	8.0	Y
R4	39	14	1,065,721.8	2,040,119.8	814.58	4.92	58.20	66	10.0	8.0	Y
R5	40	30	1,065,488.2	2,040,749.0	811.09	4.92	0.00	66	10.0	8.0	Y
R6	41	16	1,067,356.5	2,037,829.0	788.52	4.92	59.10	66	10.0	8.0	Y
R7	42	31	1,067,726.4	2,037,685.1	783.68	4.92	0.00	66	10.0	8.0	Y
R8	43	1	1,068,237.8	2,036,742.1	774.58	4.92	63.30	66	10.0	8.0	Y
R9	44	2	1,068,507.9	2,036,022.0	769.14	4.92	53.30	66	10.0	8.0	Y
R10	45	1	1,068,508.0	2,035,600.5	771.25	4.92	58.50	66	10.0	8.0	Y
R11	46	1	1,069,220.8	2,034,591.1	774.38	4.92	58.20	66	10.0	8.0	Y
R12	47	8	1,069,624.2	2,034,504.1	766.34	4.92	64.30	66	10.0	8.0	Y
R13	48	12	1,069,872.8	2,033,735.4	774.14	4.92	0.00	66	10.0	8.0	Y
R14	49	1	1,070,214.5	2,033,125.5	758.78	4.92	59.50	66	10.0	8.0	Y
R15	50	6	1,070,491.2	2,033,063.8	762.87	4.92	0.00	66	10.0	8.0	Y
R16	51	1	1,070,411.6	2,032,702.0	753.84	4.92	55.70	66	10.0	8.0	Y
R17	52	8	1,070,906.4	2,032,737.8	741.51	4.92	0.00	66	10.0	8.0	Y
R18	53	6	1,071,201.0	2,032,418.4	747.56	4.92	60.90	66	10.0	8.0	Y
R19	54	18	1,070,836.8	2,032,488.5	768.67	4.92	0.00	66	10.0	8.0	Y
R20	55	11	1,071,623.5	2,032,050.8	769.25	4.92	0.00	66	10.0	8.0	Y
R21	56	9	1,072,551.9	2,031,222.4	763.04	4.92	67.00	66	10.0	8.0	Y
R22	57	22	1,072,668.5	2,031,333.2	767.82	4.92	63.40	66	10.0	8.0	Y

R23	58	1	1,073,052.5	2,031,100.0	763.93	4.92	0.00	66	10.0	8.0	Y
R24	59	1	1,073,329.9	2,030,928.5	763.32	4.92	0.00	66	10.0	8.0	Y
R25	60	1	1,073,525.8	2,030,841.0	762.79	4.92	59.30	66	10.0	8.0	Y
R26	61	3	1,074,245.0	2,030,047.0	761.16	4.92	0.00	66	10.0	8.0	Y
R27	62	1	1,062,951.0	2,044,616.8	842.42	4.92	0.00	66	10.0	8.0	Y
R28	63	1	1,063,195.9	2,044,607.8	842.25	4.92	0.00	66	10.0	8.0	Y
R29	64	1	1,063,177.6	2,044,234.2	843.85	4.92	0.00	66	10.0	8.0	Y
R30	65	1	1,063,127.1	2,043,822.9	846.82	4.92	0.00	66	10.0	8.0	Y
R31	66	3	1,062,354.1	2,043,743.6	862.16	4.92	0.00	66	10.0	8.0	Y
R32	67	3	1,062,663.5	2,043,657.2	861.06	4.92	0.00	66	10.0	8.0	Y
R33	69	8	1,068,520.4	2,037,007.8	778.03	4.92	0.00	66	10.0	8.0	Y

IDOT				**5 June 2017**	
J Reichel				**TNM 2.5**	
INPUT: TREE ZONES					
PROJECT/CONTRACT:	**IL 60/83**				
RUN:	**No Build**				
Tree Zone		**Points**			
Name	**Average**	**No.**	**Coordinates (ground)**		
	Height		**X**	**Y**	**Z**
	ft		ft	ft	ft
Tree Zone1	20.00	1	1,064,576.4	2,042,100.1	827.60
		2	1,064,641.0	2,042,003.2	830.50
		3	1,064,709.8	2,041,891.2	833.50
Tree Zone3	20.00	4	1,065,588.9	2,040,548.2	818.70
		5	1,065,837.6	2,040,180.6	815.30
		6	1,066,078.8	2,039,810.2	815.50
Tree Zone2	20.00	7	1,064,757.2	2,041,835.2	835.30
		8	1,064,907.8	2,041,529.0	835.70
		9	1,065,121.9	2,041,242.2	835.20
Tree Zone4	20.00	10	1,067,124.6	2,038,164.6	793.40
		11	1,067,281.4	2,037,974.8	790.90
		12	1,067,454.2	2,037,784.2	788.30
Tree Zone5	20.00	13	1,067,515.2	2,037,721.4	787.50
		14	1,067,758.8	2,037,455.8	783.80
		15	1,067,926.8	2,037,237.2	781.70
		16	1,068,060.8	2,037,060.9	782.20
Tree Zone6	20.00	17	1,067,410.0	2,038,010.4	785.40
		18	1,067,459.2	2,037,943.8	788.10
		19	1,067,538.1	2,037,857.5	788.20
Tree Zone7	20.00	20	1,067,611.2	2,037,823.2	786.70
		21	1,067,617.4	2,037,774.9	786.10
		22	1,067,783.8	2,037,587.8	783.40
		23	1,067,619.6	2,037,776.1	785.80
Tree Zone8	20.00	24	1,068,647.4	2,036,049.2	769.20

		25	1,068,571.5	2,036,129.1	770.90
		26	1,068,583.2	2,036,135.4	771.40
Tree Zone9	20.00	27	1,069,579.4	2,034,486.9	767.30
		28	1,069,687.0	2,034,310.8	765.40
		29	1,069,750.5	2,034,331.8	765.00
		30	1,069,696.8	2,034,333.9	765.50
Tree Zone10	20.00	31	1,069,875.2	2,033,819.8	770.60
		32	1,069,945.0	2,033,692.6	767.30
		33	1,069,897.9	2,033,687.2	769.90
		34	1,069,932.4	2,033,699.9	770.20
Tree Zone11	20.00	35	1,069,974.9	2,033,646.1	765.90
		36	1,070,088.2	2,033,443.9	750.30
		37	1,070,164.1	2,033,332.5	755.90
Tree Zone12	30.00	38	1,070,313.8	2,033,117.2	761.50
		39	1,070,599.2	2,032,785.8	760.80
		40	1,070,517.2	2,032,747.8	756.00
		41	1,070,512.8	2,032,812.1	754.90
		42	1,070,260.8	2,033,118.1	756.40
Tree Zone13	20.00	43	1,070,534.9	2,032,972.8	760.30
		44	1,070,649.0	2,032,839.5	764.50
		45	1,070,582.6	2,032,907.8	761.50
Tree Zone14	20.00	46	1,071,114.5	2,032,407.8	752.40
		47	1,071,258.9	2,032,296.8	761.60
		48	1,071,179.0	2,032,351.9	756.80
Tree Zone15	20.00	49	1,071,304.4	2,032,135.1	768.70
		50	1,071,494.8	2,032,006.9	770.90
		51	1,071,476.2	2,031,973.5	770.10
		52	1,071,483.8	2,032,001.2	770.80
Tree Zone16	25.00	53	1,072,008.0	2,031,750.2	768.90
		54	1,072,122.6	2,031,675.8	770.00
		55	1,072,073.5	2,031,747.1	768.80
Tree Zone17	20.00	56	1,072,163.8	2,031,653.1	768.50
		57	1,072,237.4	2,031,604.4	768.40
		58	1,072,195.2	2,031,640.5	768.70
Tree Zone18	20.00	59	1,073,910.4	2,030,112.0	759.30
		60	1,074,027.6	2,030,290.1	758.10

		61	1,074,185.2	2,030,181.5	760.00
		62	1,074,171.4	2,030,086.8	760.80
		63	1,074,141.4	2,030,179.0	760.20
		64	1,074,030.5	2,030,259.9	761.10
		65	1,073,930.4	2,030,104.8	759.60
Tree Zone8a	20.00	66	1,068,370.6	2,035,943.8	767.00
		67	1,068,385.9	2,035,945.4	767.50
		68	1,068,406.8	2,036,022.9	768.10
		69	1,068,533.2	2,036,096.6	769.10
		70	1,068,527.9	2,036,104.9	769.50
		71	1,068,388.6	2,036,027.8	767.80

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: IL 60/83
RUN: No Build

Building Row Name	Average Height	Building Percent	Points No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
Building1	15.00	80	1	1,068,518.6	2,036,059.5	769.90
			2	1,068,564.2	2,035,993.2	769.50
Building2	15.00	80	3	1,068,609.6	2,035,935.8	768.70
			4	1,068,499.9	2,035,874.6	769.50
Building3	15.00	80	5	1,069,198.8	2,034,828.0	778.50
			6	1,069,246.5	2,034,734.1	778.00
			7	1,069,106.9	2,034,657.6	776.60
Building4	15.00	80	8	1,069,230.8	2,034,608.5	774.50
			9	1,069,229.9	2,034,471.6	774.20
Building5	15.00	80	10	1,070,203.2	2,033,231.5	758.10
			11	1,070,218.6	2,033,208.2	758.10
			12	1,070,190.5	2,033,185.4	758.70
Building6	15.00	80	13	1,070,182.5	2,033,154.5	754.40
			14	1,070,223.6	2,033,185.4	758.50
			15	1,070,253.2	2,033,144.2	760.60
			16	1,070,237.0	2,033,132.2	758.70
Building7	25.00	80	17	1,070,705.8	2,032,881.1	760.00
			18	1,070,707.6	2,032,814.2	760.50
			19	1,070,748.6	2,032,771.8	760.10
			20	1,070,823.9	2,032,766.5	745.40
Building8	25.00	80	21	1,070,825.4	2,032,741.5	745.10
			22	1,070,806.8	2,032,720.4	750.00
			23	1,070,922.4	2,032,603.8	752.20
Building9	15.00	80	24	1,072,529.4	2,031,275.2	763.70

			25	1,072,592.5	2,031,226.6	762.90
Building10	15.00	80	26	1,073,302.5	2,030,914.2	763.70
			27	1,073,360.5	2,030,867.0	764.30
Building11	15.00	80	28	1,073,430.1	2,030,957.8	759.70
			29	1,073,432.8	2,030,886.8	761.30
			30	1,073,456.1	2,030,819.0	763.90
			31	1,073,530.5	2,030,764.9	763.50
Building12	15.00	80	32	1,074,034.0	2,030,214.8	762.30
			33	1,074,082.4	2,030,175.5	762.00

IDOT 5 June 2017
J Reichel TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: IL 60/83
RUN: No Build
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	36	6	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
R2	37	10	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
R3	38	1	61.7	66.1	66	4.4	10	Snd Lvl	66.1	0.0	8	-8.0
R4	39	14	58.2	66.5	66	8.3	10	Snd Lvl	66.5	0.0	8	-8.0
R5	40	30	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
R6	41	16	59.1	64.7	66	5.6	10	----	64.7	0.0	8	-8.0
R7	42	31	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
R8	43	1	63.3	65.6	66	2.3	10	----	65.6	0.0	8	-8.0
R9	44	2	53.3	58.4	66	5.1	10	----	58.4	0.0	8	-8.0
R10	45	1	58.5	61.2	66	2.7	10	----	61.2	0.0	8	-8.0
R11	46	1	58.2	54.7	66	-3.5	10	----	54.7	0.0	8	-8.0
R12	47	8	64.3	65.4	66	1.1	10	----	65.4	0.0	8	-8.0
R13	48	12	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
R14	49	1	59.5	59.7	66	0.2	10	----	59.7	0.0	8	-8.0
R15	50	6	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
R16	51	1	55.7	56.0	66	0.3	10	----	56.0	0.0	8	-8.0
R17	52	8	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
R18	53	6	60.9	61.1	66	0.2	10	----	61.1	0.0	8	-8.0
R19	54	18	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
R20	55	11	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
R21	56	9	67.0	61.1	66	-5.9	10	----	61.1	0.0	8	-8.0
R22	57	22	63.4	65.9	66	2.5	10	----	65.9	0.0	8	-8.0
R23	58	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
R24	59	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0

R25	60	1	59.3	62.7	66	3.4	10	----	62.7	0.0	8	-8.0
R26	61	3	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
R27	62	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
R28	63	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
R29	64	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
R30	65	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
R31	66	3	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
R32	67	3	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
R33	69	8	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	239	0.0	0.0	0.0
All Impacted	96	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Build Without Barriers

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed - Bridge Over RR WO/Barriers

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

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
EB 1	22.0	point1	1	1,064,088.6	2,042,673.8	824.10				Average	
		point5	2	1,064,863.8	2,041,490.1	836.06					
EB 2	22.0	point7	4	1,064,901.1	2,041,433.1	836.00				Average	
		point8	5	1,065,099.8	2,041,133.8	830.60					
PropCL Hawley	52.0	point108	6	1,065,026.5	2,040,583.5	823.20	Signal	0.00	100	Average	
		point309	309	1,065,329.5	2,040,787.8	823.00				Average	
		point247	7	1,065,340.8	2,040,795.4	822.70				Average	
		point248	8	1,065,371.1	2,040,815.8	822.80				Average	
		point310	310	1,065,381.1	2,040,822.5	823.00				Average	
		point253	9	1,065,450.9	2,040,869.6	824.30				Average	
		point252	10	1,065,523.8	2,040,913.0	825.30				Average	
		point251	11	1,065,572.1	2,040,938.5	826.00				Average	
		point250	12	1,065,613.2	2,040,957.6	826.40				Average	
		point249	13	1,065,663.0	2,040,978.6	826.50				Average	
		point135	14	1,065,705.9	2,040,995.0	826.50				Average	
		point109	15	1,065,756.2	2,041,011.8	826.40				Average	
		point110	16	1,065,801.2	2,041,024.8	826.20				Average	
		point111	17	1,065,854.8	2,041,037.9	825.60				Average	
		point112	18	1,065,898.8	2,041,047.0	825.10				Average	
		point113	19	1,065,947.9	2,041,055.0	824.30				Average	
		point114	20	1,065,997.8	2,041,061.2	823.50					
PropCL Midlothian - NB	66.0	point115	21	1,068,173.6	2,034,867.1	775.70	Signal	0.00	100	Average	
		point262	25	1,068,218.6	2,034,910.8	776.10				Average	
		point261	26	1,068,290.2	2,034,980.2	776.70				Average	
		point260	27	1,068,362.1	2,035,050.0	776.90				Average	

		point259	28	1,068,434.6	2,035,118.8	776.40				Average	
		point258	29	1,068,509.8	2,035,184.9	775.30				Average	
		point257	30	1,068,585.5	2,035,250.1	773.90				Average	
		point256	31	1,068,661.2	2,035,315.4	772.50				Average	
		point255	32	1,068,737.0	2,035,380.6	771.10				Average	
		point116	33	1,068,812.8	2,035,445.8	769.70				Average	
		point136	34	1,068,888.6	2,035,511.1	768.50				Average	
		point117	35	1,068,929.2	2,035,546.0	768.80				Average	
		point254	36	1,068,964.8	2,035,576.8	769.60					
PropCL Diamond Lake Road - West	52.0	point118	37	1,073,351.2	2,030,288.0	757.40	Signal	0.00	100	Average	
		point323	323	1,073,352.6	2,030,388.0	759.80				Average	
		point322	322	1,073,355.6	2,030,488.0	762.90				Average	
		point321	321	1,073,360.2	2,030,587.9	765.90				Average	
		point320	320	1,073,366.4	2,030,687.8	767.20				Average	
		point319	319	1,073,370.5	2,030,749.5	769.70				Average	
		point120	38	1,073,373.0	2,030,787.4	771.20					
PropCL Diamond Lake Road - East	24.0	point121	39	1,073,438.2	2,031,461.8	750.20	Signal	0.00	100	Average	
		point324	324	1,073,421.1	2,031,362.8	754.60				Average	
		point122	40	1,073,403.9	2,031,263.4	760.50				Average	
		point123	41	1,073,396.8	2,031,186.5	759.70				Average	
		point124	42	1,073,396.2	2,031,086.5	760.30				Average	
		point125	43	1,073,392.1	2,031,016.2	762.90				Average	
		point126	44	1,073,389.5	2,030,986.8	764.30				Average	
		point127	45	1,073,380.8	2,030,887.2	771.40				Average	
		point266	46	1,073,376.5	2,030,835.4	771.80				Average	
		point128	47	1,073,373.0	2,030,787.4	771.20					
PropCl Townline Road	48.0	point129	48	1,074,565.9	2,030,134.1	752.40	Signal	0.00	100	Average	
		point325	325	1,074,447.0	2,030,106.4	753.90				Average	
		point130	49	1,074,435.8	2,030,103.1	754.10					
EB 3	22.0	point135	50	1,065,100.2	2,041,132.9	830.60				Average	
		point161	161	1,065,272.1	2,040,874.6	824.90				Average	
		point136	51	1,065,329.5	2,040,787.8	823.00				Average	
		point137	52	1,065,367.0	2,040,731.1	821.70					
EB 4	22.0	point138	53	1,065,367.6	2,040,730.2	821.70				Average	
		point139	54	1,065,573.2	2,040,421.5	816.70					
EB 5	22.0	point140	55	1,065,573.8	2,040,420.8	816.70				Average	
		point141	56	1,065,757.9	2,040,143.8	814.90					
EB 6	22.0	point142	57	1,065,758.4	2,040,142.9	814.90				Average	
		point143	58	1,066,084.5	2,039,652.4	810.30					

EB 7	22.0	point144	59	1,067,078.2	2,038,250.9	794.60				Average	
		point162	162	1,067,136.8	2,038,179.6	793.70				Average	
		point165	165	1,067,201.2	2,038,102.8	792.70				Average	
		point164	164	1,067,266.2	2,038,026.2	792.30				Average	
		point163	163	1,067,331.9	2,037,950.6	791.40				Average	
		point145	60	1,067,349.4	2,037,930.8	791.10					
EB 8	22.0	point146	61	1,067,350.1	2,037,929.9	791.10				Average	
		point172	172	1,067,398.4	2,037,875.4	790.50				Average	
		point171	171	1,067,431.8	2,037,838.2	790.00				Average	
		point170	170	1,067,448.5	2,037,819.6	789.70				Average	
		point169	169	1,067,465.2	2,037,801.1	789.40				Average	
		point168	168	1,067,600.9	2,037,652.1	787.70				Average	
		point167	167	1,067,633.2	2,037,616.2	787.20				Average	
		point166	166	1,067,666.2	2,037,578.8	786.80				Average	
		point147	62	1,067,693.2	2,037,547.8	786.40					
EB 9	22.0	point148	63	1,067,694.0	2,037,547.0	786.40				Average	
		point178	178	1,067,731.2	2,037,503.6	785.90				Average	
		point177	177	1,067,763.1	2,037,465.8	785.40				Average	
		point176	176	1,067,795.0	2,037,427.2	785.00				Average	
		point175	175	1,067,826.2	2,037,389.1	784.60				Average	
		point174	174	1,067,857.6	2,037,350.2	784.10				Average	
		point173	173	1,067,888.2	2,037,311.4	783.70				Average	
		point149	64	1,067,919.0	2,037,272.0	783.20				Average	
		point150	65	1,067,956.8	2,037,222.8	782.70					
EB 10	22.0	point151	66	1,067,993.1	2,037,174.4	782.10				Average	
		point182	182	1,068,038.2	2,037,113.0	781.50				Average	
		point181	181	1,068,096.0	2,037,032.1	780.60				Average	
		point180	180	1,068,152.5	2,036,950.2	779.70				Average	
		point179	179	1,068,207.8	2,036,867.8	778.80				Average	
		point152	67	1,068,261.8	2,036,784.2	778.00				Average	
		point153	68	1,068,314.4	2,036,699.9	776.60				Average	
		point154	69	1,068,365.8	2,036,614.8	775.70				Average	
		point155	70	1,068,415.9	2,036,528.8	774.90				Average	
		point156	71	1,068,441.2	2,036,484.1	774.50					
EB 11	22.0	point157	72	1,068,441.8	2,036,483.2	774.40				Average	
		point158	73	1,068,604.8	2,036,165.0	771.30				Average	
		point160	75	1,068,689.8	2,035,983.6	769.10					
EB 12	22.0	point161	76	1,068,690.2	2,035,982.8	769.00				Average	
		point162	77	1,068,877.8	2,035,633.2	766.90				Average	

		point328	328	1,068,929.2	2,035,546.0	768.80				Average	
		point163	78	1,069,015.5	2,035,399.8	770.90				Average	
		point164	79	1,069,153.9	2,035,141.9	775.80				Average	Y
		point183	183	1,069,162.8	2,035,126.2	776.10					
EB 13	22.0	point176	91	1,069,163.2	2,035,125.2	776.10				Average	
		point226	226	1,069,331.2	2,034,828.5	775.40				Average	
		point225	225	1,069,620.2	2,034,289.8	765.70				Average	
		point224	224	1,069,708.0	2,034,126.2	766.40				Average	
		point223	223	1,069,836.2	2,033,887.4	769.30				Average	
		point222	222	1,069,885.6	2,033,799.8	769.30				Average	
		point221	221	1,069,985.4	2,033,625.6	766.20				Average	
		point220	220	1,070,011.8	2,033,582.2	764.80				Average	
		point219	219	1,070,038.2	2,033,539.9	763.20				Average	
		point218	218	1,070,065.2	2,033,497.9	761.90				Average	
		point217	217	1,070,093.2	2,033,455.6	760.80				Average	
		point216	216	1,070,121.2	2,033,414.2	760.00				Average	
		point215	215	1,070,150.2	2,033,372.8	759.40				Average	
		point214	214	1,070,179.4	2,033,332.2	759.10				Average	
		point213	213	1,070,209.6	2,033,291.1	758.90				Average	
		point212	212	1,070,447.5	2,032,971.9	762.00				Average	
		point211	211	1,070,478.9	2,032,930.5	762.70				Average	
		point210	210	1,070,509.8	2,032,891.2	763.00				Average	
		point209	209	1,070,541.9	2,032,851.8	763.00				Average	
		point208	208	1,070,574.1	2,032,813.5	762.80				Average	
		point207	207	1,070,606.9	2,032,775.8	762.50				Average	
		point206	206	1,070,640.9	2,032,737.9	761.90				Average	
		point205	205	1,070,675.0	2,032,701.2	761.10				Average	
		point204	204	1,070,710.2	2,032,664.5	760.10				Average	
		point203	203	1,070,745.6	2,032,629.1	758.90				Average	
		point202	202	1,070,856.2	2,032,525.0	754.90				Average	
		point201	201	1,070,893.8	2,032,491.9	754.10				Average	
		point200	200	1,070,932.5	2,032,458.9	753.60				Average	
		point199	199	1,070,971.2	2,032,427.1	753.40				Average	
		point198	198	1,071,010.8	2,032,395.5	753.40				Average	
		point197	197	1,071,089.1	2,032,333.4	754.40				Average	
		point196	196	1,071,167.5	2,032,271.2	757.00				Average	
		point195	195	1,071,246.2	2,032,209.2	761.20				Average	
		point194	194	1,071,325.8	2,032,148.1	765.30				Average	
		point193	193	1,071,405.6	2,032,087.6	768.40				Average	

		point192	192	1,071,648.8	2,031,910.5	770.60				Average	
		point191	191	1,071,730.4	2,031,853.0	770.10				Average	
		point190	190	1,071,896.5	2,031,740.1	768.90				Average	
		point189	189	1,071,980.5	2,031,684.0	768.40				Average	
		point188	188	1,072,145.9	2,031,573.5	768.30				Average	
		point187	187	1,072,229.1	2,031,517.9	770.10				Average	
		point186	186	1,072,312.2	2,031,462.4	773.40				Average	
		point227	227	1,072,395.4	2,031,406.8	778.10				Average	
		point185	185	1,072,477.5	2,031,350.5	784.00				Average	Y
		point184	184	1,072,584.2	2,031,277.1	789.60					
EB 14	22.0	point178	93	1,072,617.0	2,031,255.2	790.90				Average	Y
		point179	94	1,072,831.4	2,031,112.0	794.60					
EB 15	33.0	point180	95	1,072,832.2	2,031,111.4	764.60				Average	Y
		point185	99	1,073,054.2	2,030,960.8	789.60					
WB 1	22.0	point186	100	1,074,553.0	2,030,033.2	753.20				Average	
		point329	329	1,074,447.0	2,030,106.4	753.90				Average	
		point188	102	1,074,349.5	2,030,173.8	755.00				Average	
		point189	103	1,074,152.2	2,030,309.8	756.40				Average	
		point190	104	1,073,376.5	2,030,835.4	771.80				Average	
		point191	105	1,073,305.9	2,030,883.2	776.60					
WB 2	22.0	point192	106	1,073,297.9	2,030,872.9	776.90				Average	Y
		point193	107	1,073,088.2	2,031,011.4	789.70					
WB 3	22.0	point194	108	1,073,087.2	2,031,012.0	789.70				Average	Y
		point196	110	1,072,835.5	2,031,183.8	794.60					
WB 4	22.0	point197	111	1,072,834.8	2,031,184.2	794.60				Average	Y
		point198	112	1,072,650.4	2,031,307.5	790.90					
WB 5	22.0	point199	113	1,072,621.5	2,031,326.8	789.70				Average	Y
		point271	271	1,072,605.1	2,031,337.8	789.00				Average	Y
		point270	270	1,072,437.1	2,031,446.2	778.90				Average	
		point269	269	1,072,166.1	2,031,627.4	768.20				Average	
		point268	268	1,072,107.8	2,031,666.2	767.80				Average	
		point267	267	1,071,875.1	2,031,821.9	769.60				Average	
		point266	266	1,071,816.5	2,031,861.9	770.00				Average	
		point265	265	1,071,762.8	2,031,899.0	770.10				Average	
		point264	264	1,071,681.0	2,031,956.2	770.60				Average	
		point263	263	1,071,439.2	2,032,132.4	768.40				Average	
		point262	262	1,071,359.8	2,032,192.6	765.30				Average	
		point261	261	1,071,246.9	2,032,280.0	759.30				Average	
		point260	260	1,071,028.6	2,032,452.9	752.20				Average	

		point259	259	1,071,006.8	2,032,470.4	752.00				Average	
		point258	258	1,070,968.5	2,032,501.9	752.00				Average	
		point257	257	1,070,930.8	2,032,534.0	752.40				Average	
		point256	256	1,070,893.5	2,032,566.8	753.30				Average	
		point255	255	1,070,857.2	2,032,599.8	754.40				Average	
		point254	254	1,070,820.8	2,032,634.0	755.90				Average	
		point253	253	1,070,785.2	2,032,668.5	757.30				Average	
		point252	252	1,070,750.2	2,032,703.8	758.50				Average	
		point251	251	1,070,716.0	2,032,739.4	759.50				Average	
		point250	250	1,070,682.2	2,032,775.8	760.30				Average	
		point249	249	1,070,649.1	2,032,812.5	760.90				Average	
		point248	248	1,070,616.6	2,032,849.9	761.20				Average	
		point247	247	1,070,584.8	2,032,887.8	761.40				Average	
		point246	246	1,070,553.6	2,032,926.2	761.30				Average	
		point245	245	1,070,523.0	2,032,965.1	761.10				Average	
		point244	244	1,070,462.8	2,033,045.2	760.60				Average	
		point243	243	1,070,413.8	2,033,110.8	760.00				Average	
		point242	242	1,070,360.2	2,033,182.8	759.30				Average	
		point241	241	1,070,313.9	2,033,244.8	758.60				Average	
		point240	240	1,070,254.2	2,033,325.0	758.00				Average	
		point239	239	1,070,224.8	2,033,364.9	757.90				Average	
		point238	238	1,070,196.0	2,033,405.2	758.10				Average	
		point237	237	1,070,167.6	2,033,445.8	758.70				Average	
		point236	236	1,070,139.8	2,033,486.8	759.50				Average	
		point235	235	1,070,112.4	2,033,528.2	760.60				Average	
		point234	234	1,070,085.5	2,033,569.9	762.00				Average	
		point233	233	1,070,059.2	2,033,612.0	763.50				Average	
		point200	114	1,070,033.4	2,033,654.4	764.90				Average	
		point201	115	1,070,008.0	2,033,697.4	766.00				Average	
		point202	116	1,069,991.0	2,033,726.8	766.70				Average	
		point203	117	1,069,948.9	2,033,803.9	768.00				Average	
		point204	118	1,069,936.8	2,033,827.2	768.30				Average	
		point205	119	1,069,890.8	2,033,916.8	768.90				Average	
		point206	120	1,069,713.5	2,034,247.2	765.70				Average	
		point207	121	1,069,628.2	2,034,406.1	766.20				Average	
		point208	122	1,069,510.2	2,034,626.0	770.20				Average	
		point209	123	1,069,467.2	2,034,706.0	771.90				Average	
		point210	124	1,069,418.0	2,034,797.9	773.80				Average	
		point211	125	1,069,370.8	2,034,886.0	775.60				Average	

		point212	126	1,069,324.8	2,034,974.2	776.60				Average	
		point213	127	1,069,301.4	2,035,019.2	776.80				Average	
		point214	128	1,069,277.8	2,035,063.2	776.70				Average	
		point215	129	1,069,225.6	2,035,160.6	775.90					
WB 6	22.0	point327	327	1,069,225.1	2,035,161.5	775.80				Average	
		point220	134	1,069,036.0	2,035,514.4	769.40				Average	
		point225	139	1,068,990.4	2,035,598.8	769.00				Average	
		point226	140	1,068,909.5	2,035,749.8	767.80				Average	
		point227	141	1,068,771.6	2,036,006.6	769.40					
WB 7	22.0	point228	142	1,068,771.1	2,036,007.4	769.40				Average	
		point283	283	1,068,499.8	2,036,506.5	774.40				Average	
		point282	282	1,068,469.8	2,036,559.6	775.00				Average	
		point281	281	1,068,419.1	2,036,646.4	775.80				Average	
		point280	280	1,068,367.2	2,036,732.2	776.70				Average	
		point279	279	1,068,314.0	2,036,817.5	777.60				Average	
		point278	278	1,068,287.0	2,036,859.6	778.10				Average	
		point277	277	1,068,259.5	2,036,901.8	778.50				Average	
		point276	276	1,068,231.8	2,036,943.8	779.00				Average	
		point275	275	1,068,203.8	2,036,985.2	779.40				Average	
		point274	274	1,068,146.8	2,037,067.8	780.30				Average	
		point284	284	1,068,117.6	2,037,108.8	780.70				Average	
		point273	273	1,068,088.4	2,037,149.4	781.20				Average	
		point229	143	1,068,042.5	2,037,211.9	781.90					
WB 8	22.0	point231	145	1,068,005.2	2,037,261.5	782.40				Average	
		point290	290	1,067,968.1	2,037,310.0	783.00				Average	
		point289	289	1,067,937.2	2,037,349.5	783.40				Average	
		point288	288	1,067,903.1	2,037,388.8	783.80				Average	
		point287	287	1,067,874.6	2,037,427.9	784.30				Average	
		point286	286	1,067,842.8	2,037,466.8	784.70				Average	
		point285	285	1,067,810.8	2,037,505.4	785.20				Average	
		point232	146	1,067,778.1	2,037,544.1	785.60				Average	
		point233	147	1,067,743.2	2,037,584.8	786.10					
WB 9	22.0	point234	148	1,067,742.6	2,037,585.6	786.10				Average	
		point295	295	1,067,712.9	2,037,619.8	786.50				Average	
		point294	294	1,067,679.5	2,037,657.4	787.00				Average	
		point293	293	1,067,646.4	2,037,694.2	787.40				Average	
		point292	292	1,067,592.8	2,037,753.2	788.20				Average	
		point291	291	1,067,455.4	2,037,904.6	790.00				Average	
		point235	149	1,067,397.4	2,037,967.0	790.80					

WB 11	22.0	point236	150	1,066,136.2	2,039,686.5	810.30				Average	
		point237	151	1,065,809.9	2,040,177.5	814.90					
WB 10	22.0	point238	152	1,067,396.8	2,037,970.8	790.80				Average	
		point299	299	1,067,378.6	2,037,991.4	791.10				Average	
		point298	298	1,067,313.2	2,038,066.8	791.90				Average	
		point297	297	1,067,248.6	2,038,142.8	792.80				Average	
		point296	296	1,067,184.6	2,038,219.2	793.70				Average	
		point239	153	1,067,125.1	2,038,291.6	794.60					
WB 12	22.0	point240	154	1,065,809.4	2,040,178.2	814.90				Average	
		point241	155	1,065,637.4	2,040,437.1	816.60					
WB 13	24.0	point242	156	1,065,636.8	2,040,437.9	816.60				Average	
		point243	157	1,065,449.8	2,040,719.4	820.70				Average	
		point244	158	1,065,423.1	2,040,759.2	821.60					
WB 14	22.0	point245	159	1,065,422.6	2,040,760.2	821.60				Average	
		point301	301	1,065,381.1	2,040,822.5	823.00				Average	
		point300	300	1,065,293.0	2,040,955.1	825.90				Average	
		point246	160	1,064,952.8	2,041,467.5	836.00					
EB 16	22.0	point228	228	1,073,055.1	2,030,960.1	789.60				Average	Y
		point229	229	1,073,370.5	2,030,749.5	769.70				Average	
		point230	230	1,073,806.2	2,030,458.4	759.30				Average	
		point231	231	1,074,136.2	2,030,233.4	756.30				Average	
		point232	232	1,074,485.2	2,029,992.6	753.50					
WB 15	22.0	point304	304	1,064,915.5	2,041,524.2	836.10				Average	
		point305	305	1,064,555.8	2,042,073.4	826.90				Average	
		point306	306	1,064,450.0	2,042,235.0	825.70				Average	
		point307	307	1,064,140.2	2,042,707.8	824.10					
PropCL Midlothian - SB	55.0	point311	311	1,069,334.2	2,036,040.0	764.60				Average	
		point312	312	1,069,291.6	2,035,949.6	765.40				Average	
		point313	313	1,069,239.9	2,035,864.1	766.20				Average	
		point314	314	1,069,180.5	2,035,783.6	767.40				Average	
		point315	315	1,069,113.8	2,035,709.2	768.30				Average	
		point316	316	1,069,040.2	2,035,641.6	768.70				Average	
		point317	317	1,068,990.4	2,035,598.8	769.00				Average	
		point318	318	1,068,964.8	2,035,576.8	769.60					
N EB1	22.0	point330	330	1,062,606.6	2,044,798.6	843.20				Average	
		point331	331	1,062,688.9	2,044,704.0	845.10				Average	
		point332	332	1,062,755.8	2,044,627.5	844.80				Average	
		point333	333	1,062,820.1	2,044,553.2	845.60				Average	
		point334	334	1,062,884.5	2,044,475.0	847.00				Average	

		point335	335	1,062,948.1	2,044,398.4	847.80					
N EB2	22.0	point336	336	1,062,999.6	2,044,334.8	847.80				Average	
		point337	337	1,063,062.6	2,044,241.2	846.90				Average	
		point338	338	1,063,117.2	2,044,157.8	845.30				Average	
		point339	339	1,063,171.9	2,044,073.5	843.80				Average	
		point340	340	1,063,228.5	2,043,987.2	843.30				Average	
		point341	341	1,063,282.2	2,043,904.9	843.80				Average	
		point342	342	1,063,337.8	2,043,821.4	844.60				Average	
		point343	343	1,063,382.2	2,043,752.9	845.30					
N WB1	22.0	point351	351	1,063,434.8	2,043,787.1	845.30				Average	
		point352	352	1,063,389.2	2,043,855.6	844.60				Average	
		point353	353	1,063,334.6	2,043,940.0	843.80				Average	
		point354	354	1,063,283.6	2,044,026.1	843.30				Average	
		point355	355	1,063,235.5	2,044,110.5	843.80				Average	
		point356	356	1,063,180.8	2,044,194.9	845.30				Average	
		point357	357	1,063,123.2	2,044,278.2	846.90				Average	
		point358	358	1,063,064.0	2,044,368.1	847.80					
N WB2	22.0	point359	359	1,062,983.4	2,044,474.2	847.80				Average	
		point360	360	1,062,939.0	2,044,521.5	847.00				Average	
		point361	361	1,062,867.6	2,044,595.6	845.60				Average	
		point362	362	1,062,803.6	2,044,668.0	844.80				Average	
		point363	363	1,062,738.8	2,044,742.1	845.10				Average	
		point364	364	1,062,673.0	2,044,817.1	844.90				Average	
		point365	365	1,062,653.5	2,044,838.5	844.60					
IL176 EB	12.0	point366	366	1,061,927.5	2,043,680.2	855.70				Average	
		point367	367	1,062,207.2	2,043,675.9	863.40				Average	
		point368	368	1,062,333.6	2,043,680.2	861.80				Average	
		point369	369	1,062,592.8	2,043,686.8	856.60				Average	
		point370	370	1,062,996.6	2,043,695.4	849.50				Average	
		point371	371	1,063,170.5	2,043,690.0	848.00				Average	
		point372	372	1,063,379.9	2,043,694.2	846.30					
IL176 WB	12.0	point373	373	1,063,372.4	2,043,744.0	847.40				Average	
		point374	374	1,063,166.1	2,043,736.4	848.00				Average	
		point375	375	1,062,993.4	2,043,732.1	849.50				Average	
		point376	376	1,062,587.4	2,043,722.4	857.60				Average	
		point377	377	1,062,205.1	2,043,711.5	862.70				Average	
		point378	378	1,061,927.5	2,043,706.1	855.70					
IL83 NB	12.0	point379	379	1,063,040.9	2,044,400.8	846.50				Average	
		point380	380	1,063,085.1	2,044,560.6	845.00				Average	

		point381	381	1,063,117.5	2,044,656.8	844.10				Average	
		point382	382	1,063,148.8	2,044,753.9	844.00				Average	
		point383	383	1,063,179.0	2,044,846.8	844.10				Average	
		point384	384	1,063,210.4	2,044,945.0	844.00					
IL83 SB	12.0	point385	385	1,063,169.4	2,044,955.9	844.00				Average	
		point386	386	1,063,132.6	2,044,864.0	844.10				Average	
		point387	387	1,063,095.9	2,044,771.1	844.00				Average	
		point388	388	1,063,055.9	2,044,676.1	845.00				Average	
		point389	389	1,063,025.8	2,044,582.2	846.50				Average	
		point390	390	1,062,991.1	2,044,478.5	847.90					
SCHANK NB	12.0	point391	391	1,062,642.4	2,043,749.9	857.00				Average	
		point392	392	1,062,708.2	2,043,860.0	855.10				Average	
		point393	393	1,062,759.0	2,043,944.2	852.80				Average	
		point394	394	1,062,810.8	2,044,031.8	851.00				Average	
		point395	395	1,062,863.8	2,044,118.1	850.20				Average	
		point396	396	1,062,915.5	2,044,202.4	849.90				Average	
		point397	397	1,062,967.4	2,044,288.8	849.00				Average	
		point398	398	1,062,994.4	2,044,331.9	848.40					
SCHANK SB	12.0	point399	399	1,062,955.5	2,044,356.8	848.40				Average	
		point400	400	1,062,932.9	2,044,309.2	849.00				Average	
		point401	401	1,062,883.1	2,044,219.6	849.90				Average	
		point402	402	1,062,833.5	2,044,134.2	850.20				Average	
		point403	403	1,062,784.9	2,044,047.9	851.00				Average	
		point404	404	1,062,734.1	2,043,960.5	852.80				Average	
		point405	405	1,062,684.5	2,043,874.0	855.10				Average	
		point406	406	1,062,629.4	2,043,798.5	856.50				Average	
		point407	407	1,062,583.0	2,043,742.4	857.00					
MH WB15	22.0	point408	408	1,064,141.1	2,042,708.8	824.40				Average	
		point418	418	1,064,086.1	2,042,792.2	824.90				Average	
		point419	419	1,064,031.1	2,042,875.8	825.40				Average	
		point420	420	1,063,976.2	2,042,959.4	825.90				Average	
		point421	421	1,063,921.2	2,043,042.9	826.70				Average	
		point422	422	1,063,866.2	2,043,126.4	828.60				Average	
		point423	423	1,063,811.2	2,043,209.9	831.50				Average	
		point409	409	1,063,772.9	2,043,268.2	834.80					
MH EB1	22.0	point410	410	1,063,721.8	2,043,233.6	834.80				Average	
		point412	412	1,063,776.5	2,043,150.0	831.50				Average	
		point413	413	1,063,831.4	2,043,066.4	828.60				Average	
		point414	414	1,063,886.1	2,042,982.6	826.70				Average	

		point415	415	1,063,940.9	2,042,899.0	825.90				Average	
		point416	416	1,063,995.8	2,042,815.4	825.40				Average	
		point417	417	1,064,050.5	2,042,731.8	824.90				Average	
		point411	411	1,064,087.8	2,042,674.9	824.60					

IDOT 5 June 2017

J Reichel TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: IL 60/83

RUN: Proposed - Bridge Over RR WO/Barriers

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
EB 1	point1	1	966	45	32	45	53	45	0	0	0	0
	point5	2										
EB 2	point7	4	966	45	32	45	53	45	0	0	0	0
	point8	5										
PropCL Hawley	point108	6	2065	45	68	45	112	45	0	0	0	0
	point309	309	2065	45	68	45	112	45	0	0	0	0
	point247	7	2065	45	68	45	112	45	0	0	0	0
	point248	8	2065	45	68	45	112	45	0	0	0	0
	point310	310	2065	45	68	45	112	45	0	0	0	0
	point253	9	2065	45	68	45	112	45	0	0	0	0
	point252	10	2065	45	68	45	112	45	0	0	0	0
	point251	11	2065	45	68	45	112	45	0	0	0	0
	point250	12	2065	45	68	45	112	45	0	0	0	0
	point249	13	2065	45	68	45	112	45	0	0	0	0
	point135	14	2065	45	68	45	112	45	0	0	0	0
	point109	15	2065	45	68	45	112	45	0	0	0	0
	point110	16	2065	45	68	45	112	45	0	0	0	0
	point111	17	2065	45	68	45	112	45	0	0	0	0
	point112	18	2065	45	68	45	112	45	0	0	0	0
	point113	19	2065	45	68	45	112	45	0	0	0	0
	point114	20										
PropCL Midlothian - NB	point115	21	2203	45	72	45	120	45	0	0	0	0
	point262	25	2203	45	72	45	120	45	0	0	0	0

	point261	26	2203	45	72	45	120	45	0	0	0	0
	point260	27	2203	45	72	45	120	45	0	0	0	0
	point259	28	2203	45	72	45	120	45	0	0	0	0
	point258	29	2203	45	72	45	120	45	0	0	0	0
	point257	30	2203	45	72	45	120	45	0	0	0	0
	point256	31	2203	45	72	45	120	45	0	0	0	0
	point255	32	2203	45	72	45	120	45	0	0	0	0
	point116	33	2203	45	72	45	120	45	0	0	0	0
	point136	34	2203	45	72	45	120	45	0	0	0	0
	point117	35	2203	45	72	45	120	45	0	0	0	0
	point254	36										
PropCL Diamond Lake Road - West	point118	37	1035	45	34	45	56	45	0	0	0	0
	point323	323	1035	45	34	45	56	45	0	0	0	0
	point322	322	1035	45	34	45	56	45	0	0	0	0
	point321	321	1035	45	34	45	56	45	0	0	0	0
	point320	320	1035	45	34	45	56	45	0	0	0	0
	point319	319	1035	45	34	45	56	45	0	0	0	0
	point120	38										
PropCL Diamond Lake Road - East	point121	39	465	30	15	30	25	30	0	0	0	0
	point324	324	465	30	15	30	25	30	0	0	0	0
	point122	40	465	30	15	30	25	30	0	0	0	0
	point123	41	465	30	15	30	25	30	0	0	0	0
	point124	42	465	30	15	30	25	30	0	0	0	0
	point125	43	465	30	15	30	25	30	0	0	0	0
	point126	44	465	30	15	30	25	30	0	0	0	0
	point127	45	465	30	15	30	25	30	0	0	0	0
	point266	46	465	30	15	30	25	30	0	0	0	0
	point128	47										
PropCl Townline Road	point129	48	2686	35	88	35	146	35	0	0	0	0
	point325	325	2686	35	88	35	146	35	0	0	0	0
	point130	49										
EB 3	point135	50	782	45	26	45	43	45	0	0	0	0
	point161	161	782	45	26	45	43	45	0	0	0	0
	point136	51	782	45	26	45	43	45	0	0	0	0
	point137	52										
EB 4	point138	53	819	45	27	45	45	45	0	0	0	0

	point139	54										
EB 5	point140	55	819	45	27	45	45	45	0	0	0	0
	point141	56										
EB 6	point142	57	819	45	27	45	45	45	0	0	0	0
	point143	58										
EB 7	point144	59	819	45	27	45	45	45	0	0	0	0
	point162	162	819	45	27	45	45	45	0	0	0	0
	point165	165	819	45	27	45	45	45	0	0	0	0
	point164	164	819	45	27	45	45	45	0	0	0	0
	point163	163	819	45	27	45	45	45	0	0	0	0
	point145	60										
EB 8	point146	61	819	45	27	45	45	45	0	0	0	0
	point172	172	819	45	27	45	45	45	0	0	0	0
	point171	171	819	45	27	45	45	45	0	0	0	0
	point170	170	819	45	27	45	45	45	0	0	0	0
	point169	169	819	45	27	45	45	45	0	0	0	0
	point168	168	819	45	27	45	45	45	0	0	0	0
	point167	167	819	45	27	45	45	45	0	0	0	0
	point166	166	819	45	27	45	45	45	0	0	0	0
	point147	62										
EB 9	point148	63	860	45	28	45	47	45	0	0	0	0
	point178	178	860	45	28	45	47	45	0	0	0	0
	point177	177	860	45	28	45	47	45	0	0	0	0
	point176	176	860	45	28	45	47	45	0	0	0	0
	point175	175	860	45	28	45	47	45	0	0	0	0
	point174	174	860	45	28	45	47	45	0	0	0	0
	point173	173	860	45	28	45	47	45	0	0	0	0
	point149	64	860	45	28	45	47	45	0	0	0	0
	point150	65										
EB 10	point151	66	860	45	28	45	47	45	0	0	0	0
	point182	182	860	45	28	45	47	45	0	0	0	0
	point181	181	860	45	28	45	47	45	0	0	0	0
	point180	180	860	45	28	45	47	45	0	0	0	0
	point179	179	860	45	28	45	47	45	0	0	0	0
	point152	67	860	45	28	45	47	45	0	0	0	0
	point153	68	860	45	28	45	47	45	0	0	0	0

	point154	69	860	45	28	45	47	45	0	0	0	0
	point155	70	860	45	28	45	47	45	0	0	0	0
	point156	71										
EB 11	point157	72	860	45	28	45	47	45	0	0	0	0
	point158	73	860	45	28	45	47	45	0	0	0	0
	point160	75										
EB 12	point161	76	984	45	32	45	54	45	0	0	0	0
	point162	77	984	45	32	45	54	45	0	0	0	0
	point328	328	984	45	32	45	54	45	0	0	0	0
	point163	78	984	45	32	45	54	45	0	0	0	0
	point164	79	984	45	32	45	54	45	0	0	0	0
	point183	183										
EB 13	point176	91	1237	45	40	45	67	45	0	0	0	0
	point226	226	1237	45	40	45	67	45	0	0	0	0
	point225	225	1237	45	40	45	67	45	0	0	0	0
	point224	224	1237	45	40	45	67	45	0	0	0	0
	point223	223	1237	45	40	45	67	45	0	0	0	0
	point222	222	1237	45	40	45	67	45	0	0	0	0
	point221	221	1237	45	40	45	67	45	0	0	0	0
	point220	220	1237	45	40	45	67	45	0	0	0	0
	point219	219	1237	45	40	45	67	45	0	0	0	0
	point218	218	1237	45	40	45	67	45	0	0	0	0
	point217	217	1237	45	40	45	67	45	0	0	0	0
	point216	216	1237	45	40	45	67	45	0	0	0	0
	point215	215	1237	45	40	45	67	45	0	0	0	0
	point214	214	1237	45	40	45	67	45	0	0	0	0
	point213	213	1237	45	40	45	67	45	0	0	0	0
	point212	212	1237	45	40	45	67	45	0	0	0	0
	point211	211	1237	45	40	45	67	45	0	0	0	0
	point210	210	1237	45	40	45	67	45	0	0	0	0
	point209	209	1237	45	40	45	67	45	0	0	0	0
	point208	208	1237	45	40	45	67	45	0	0	0	0
	point207	207	1237	45	40	45	67	45	0	0	0	0
	point206	206	1237	45	40	45	67	45	0	0	0	0
	point205	205	1237	45	40	45	67	45	0	0	0	0
	point204	204	1237	45	40	45	67	45	0	0	0	0

	point203	203	1237	45	40	45	67	45	0	0	0	0
	point202	202	1237	45	40	45	67	45	0	0	0	0
	point201	201	1237	45	40	45	67	45	0	0	0	0
	point200	200	1237	45	40	45	67	45	0	0	0	0
	point199	199	1237	45	40	45	67	45	0	0	0	0
	point198	198	1237	45	40	45	67	45	0	0	0	0
	point197	197	1237	45	40	45	67	45	0	0	0	0
	point196	196	1237	45	40	45	67	45	0	0	0	0
	point195	195	1237	45	40	45	67	45	0	0	0	0
	point194	194	1237	45	40	45	67	45	0	0	0	0
	point193	193	1237	45	40	45	67	45	0	0	0	0
	point192	192	1237	45	40	45	67	45	0	0	0	0
	point191	191	1237	45	40	45	67	45	0	0	0	0
	point190	190	1237	45	40	45	67	45	0	0	0	0
	point189	189	1237	45	40	45	67	45	0	0	0	0
	point188	188	1237	45	40	45	67	45	0	0	0	0
	point187	187	1237	45	40	45	67	45	0	0	0	0
	point186	186	1237	45	40	45	67	45	0	0	0	0
	point227	227	1237	45	40	45	67	45	0	0	0	0
	point185	185	1237	45	40	45	67	45	0	0	0	0
	point184	184										
EB 14	point178	93	1237	45	40	45	67	45	0	0	0	0
	point179	94										
EB 15	point180	95	1237	45	40	45	67	45	0	0	0	0
	point185	99										
WB 1	point186	100	515	45	17	45	28	45	0	0	0	0
	point329	329	515	45	17	45	28	45	0	0	0	0
	point188	102	515	45	17	45	28	45	0	0	0	0
	point189	103	515	45	17	45	28	45	0	0	0	0
	point190	104	515	45	17	45	28	45	0	0	0	0
	point191	105										
WB 2	point192	106	511	45	17	45	28	45	0	0	0	0
	point193	107										
WB 3	point194	108	511	45	17	45	28	45	0	0	0	0
	point196	110										
WB 4	point197	111	511	45	17	45	28	45	0	0	0	0

	point198	112										
WB 5	point199	113	658	45	21	45	36	45	0	0	0	0
	point271	271	658	45	21	45	36	45	0	0	0	0
	point270	270	658	45	21	45	36	45	0	0	0	0
	point269	269	658	45	21	45	36	45	0	0	0	0
	point268	268	658	45	21	45	36	45	0	0	0	0
	point267	267	658	45	21	45	36	45	0	0	0	0
	point266	266	658	45	21	45	36	45	0	0	0	0
	point265	265	658	45	21	45	36	45	0	0	0	0
	point264	264	658	45	21	45	36	45	0	0	0	0
	point263	263	658	45	21	45	36	45	0	0	0	0
	point262	262	658	45	21	45	36	45	0	0	0	0
	point261	261	658	45	21	45	36	45	0	0	0	0
	point260	260	658	45	21	45	36	45	0	0	0	0
	point259	259	658	45	21	45	36	45	0	0	0	0
	point258	258	658	45	21	45	36	45	0	0	0	0
	point257	257	658	45	21	45	36	45	0	0	0	0
	point256	256	658	45	21	45	36	45	0	0	0	0
	point255	255	658	45	21	45	36	45	0	0	0	0
	point254	254	658	45	21	45	36	45	0	0	0	0
	point253	253	658	45	21	45	36	45	0	0	0	0
	point252	252	658	45	21	45	36	45	0	0	0	0
	point251	251	658	45	21	45	36	45	0	0	0	0
	point250	250	658	45	21	45	36	45	0	0	0	0
	point249	249	658	45	21	45	36	45	0	0	0	0
	point248	248	658	45	21	45	36	45	0	0	0	0
	point247	247	658	45	21	45	36	45	0	0	0	0
	point246	246	658	45	21	45	36	45	0	0	0	0
	point245	245	658	45	21	45	36	45	0	0	0	0
	point244	244	658	45	21	45	36	45	0	0	0	0
	point243	243	658	45	21	45	36	45	0	0	0	0
	point242	242	658	45	21	45	36	45	0	0	0	0
	point241	241	658	45	21	45	36	45	0	0	0	0
	point240	240	658	45	21	45	36	45	0	0	0	0
	point239	239	658	45	21	45	36	45	0	0	0	0
	point238	238	658	45	21	45	36	45	0	0	0	0

	point237	237	658	45	21	45	36	45	0	0	0	0
	point236	236	658	45	21	45	36	45	0	0	0	0
	point235	235	658	45	21	45	36	45	0	0	0	0
	point234	234	658	45	21	45	36	45	0	0	0	0
	point233	233	658	45	21	45	36	45	0	0	0	0
	point200	114	658	45	21	45	36	45	0	0	0	0
	point201	115	658	45	21	45	36	45	0	0	0	0
	point202	116	658	45	21	45	36	45	0	0	0	0
	point203	117	658	45	21	45	36	45	0	0	0	0
	point204	118	658	45	21	45	36	45	0	0	0	0
	point205	119	658	45	21	45	36	45	0	0	0	0
	point206	120	658	45	21	45	36	45	0	0	0	0
	point207	121	658	45	21	45	36	45	0	0	0	0
	point208	122	658	45	21	45	36	45	0	0	0	0
	point209	123	658	45	21	45	36	45	0	0	0	0
	point210	124	658	45	21	45	36	45	0	0	0	0
	point211	125	658	45	21	45	36	45	0	0	0	0
	point212	126	658	45	21	45	36	45	0	0	0	0
	point213	127	658	45	21	45	36	45	0	0	0	0
	point214	128	658	45	21	45	36	45	0	0	0	0
	point215	129										
WB 6	point327	327	621	45	20	45	34	45	0	0	0	0
	point220	134	621	45	20	45	34	45	0	0	0	0
	point225	139	621	45	20	45	34	45	0	0	0	0
	point226	140	621	45	20	45	34	45	0	0	0	0
	point227	141										
WB 7	point228	142	621	45	20	45	34	45	0	0	0	0
	point283	283	621	45	20	45	34	45	0	0	0	0
	point282	282	621	45	20	45	34	45	0	0	0	0
	point281	281	621	45	20	45	34	45	0	0	0	0
	point280	280	621	45	20	45	34	45	0	0	0	0
	point279	279	621	45	20	45	34	45	0	0	0	0
	point278	278	621	45	20	45	34	45	0	0	0	0
	point277	277	621	45	20	45	34	45	0	0	0	0
	point276	276	621	45	20	45	34	45	0	0	0	0
	point275	275	621	45	20	45	34	45	0	0	0	0

	point274	274	621	45	20	45	34	45	0	0	0	0
	point284	284	621	45	20	45	34	45	0	0	0	0
	point273	273	621	45	20	45	34	45	0	0	0	0
	point229	143										
WB 8	point231	145	621	45	20	45	34	45	0	0	0	0
	point290	290	621	45	20	45	34	45	0	0	0	0
	point289	289	621	45	20	45	34	45	0	0	0	0
	point288	288	621	45	20	45	34	45	0	0	0	0
	point287	287	621	45	20	45	34	45	0	0	0	0
	point286	286	621	45	20	45	34	45	0	0	0	0
	point285	285	621	45	20	45	34	45	0	0	0	0
	point232	146	621	45	20	45	34	45	0	0	0	0
	point233	147										
WB 9	point234	148	534	45	17	45	29	45	0	0	0	0
	point295	295	534	45	17	45	29	45	0	0	0	0
	point294	294	534	45	17	45	29	45	0	0	0	0
	point293	293	534	45	17	45	29	45	0	0	0	0
	point292	292	534	45	17	45	29	45	0	0	0	0
	point291	291	534	45	17	45	29	45	0	0	0	0
	point235	149										
WB 11	point236	150	534	45	17	45	29	45	0	0	0	0
	point237	151										
WB 10	point238	152	534	45	17	45	29	45	0	0	0	0
	point299	299	534	45	17	45	29	45	0	0	0	0
	point298	298	534	45	17	45	29	45	0	0	0	0
	point297	297	534	45	17	45	29	45	0	0	0	0
	point296	296	534	45	17	45	29	45	0	0	0	0
	point239	153										
WB 12	point240	154	534	45	17	45	29	45	0	0	0	0
	point241	155										
WB 13	point242	156	534	45	17	45	29	45	0	0	0	0
	point243	157	534	45	17	45	29	45	0	0	0	0
	point244	158										
WB 14	point245	159	529	45	17	45	29	45	0	0	0	0
	point301	301	529	45	17	45	29	45	0	0	0	0
	point300	300	529	45	17	45	29	45	0	0	0	0

	point246	160										
EB 16	point228	228	1858	45	61	45	101	45	0	0	0	0
	point229	229	1858	45	61	45	101	45	0	0	0	0
	point230	230	1858	45	61	45	101	45	0	0	0	0
	point231	231	1858	45	61	45	101	45	0	0	0	0
	point232	232										
WB 15	point304	304	791	45	26	45	43	45	0	0	0	0
	point305	305	791	45	26	45	43	45	0	0	0	0
	point306	306	791	45	26	45	43	45	0	0	0	0
	point307	307										
PropCL Midlothian - SB	point311	311	1279	45	42	45	70	45	0	0	0	0
	point312	312	1279	45	42	45	70	45	0	0	0	0
	point313	313	1279	45	42	45	70	45	0	0	0	0
	point314	314	1279	45	42	45	70	45	0	0	0	0
	point315	315	1279	45	42	45	70	45	0	0	0	0
	point316	316	1279	45	42	45	70	45	0	0	0	0
	point317	317	1279	45	42	45	70	45	0	0	0	0
	point318	318										
N EB1	point330	330	915	45	30	45	50	45	0	0	0	0
	point331	331	915	45	30	45	50	45	0	0	0	0
	point332	332	915	45	30	45	50	45	0	0	0	0
	point333	333	915	45	30	45	50	45	0	0	0	0
	point334	334	915	45	30	45	50	45	0	0	0	0
	point335	335										
N EB2	point336	336	1196	45	31	45	51	45	0	0	0	0
	point337	337	1196	45	31	45	51	45	0	0	0	0
	point338	338	1196	45	31	45	51	45	0	0	0	0
	point339	339	1196	45	31	45	51	45	0	0	0	0
	point340	340	1196	45	31	45	51	45	0	0	0	0
	point341	341	1196	45	31	45	51	45	0	0	0	0
	point342	342	1196	45	31	45	51	45	0	0	0	0
	point343	343										
N WB1	point351	351	1191	45	39	45	61	45	0	0	0	0
	point352	352	1191	45	39	45	61	45	0	0	0	0
	point353	353	1191	45	39	45	61	45	0	0	0	0
	point354	354	1191	45	39	45	61	45	0	0	0	0

	point355	355	1191	45	39	45	61	45	0	0	0	0
	point356	356	1191	45	39	45	61	45	0	0	0	0
	point357	357	1191	45	39	45	61	45	0	0	0	0
	point358	358										
N WB2	point359	359	984	45	32	45	54	45	0	0	0	0
	point360	360	984	45	32	45	54	45	0	0	0	0
	point361	361	984	45	32	45	54	45	0	0	0	0
	point362	362	984	45	32	45	54	45	0	0	0	0
	point363	363	984	45	32	45	54	45	0	0	0	0
	point364	364	984	45	32	45	54	45	0	0	0	0
	point365	365										
IL176 EB	point366	366	607	45	20	45	33	45	0	0	0	0
	point367	367	607	45	20	45	33	45	0	0	0	0
	point368	368	607	45	20	45	33	45	0	0	0	0
	point369	369	607	45	20	45	33	45	0	0	0	0
	point370	370	607	45	20	45	33	45	0	0	0	0
	point371	371	607	45	20	45	33	45	0	0	0	0
	point372	372										
IL176 WB	point373	373	446	45	15	45	24	45	0	0	0	0
	point374	374	446	45	15	45	24	45	0	0	0	0
	point375	375	446	45	15	45	24	45	0	0	0	0
	point376	376	446	45	15	45	24	45	0	0	0	0
	point377	377	446	45	15	45	24	45	0	0	0	0
	point378	378										
IL83 NB	point379	379	736	45	24	45	40	45	0	0	0	0
	point380	380	736	45	24	45	40	45	0	0	0	0
	point381	381	736	45	24	45	40	45	0	0	0	0
	point382	382	736	45	24	45	40	45	0	0	0	0
	point383	383	736	45	24	45	40	45	0	0	0	0
	point384	384										
IL83 SB	point385	385	630	45	21	45	34	45	0	0	0	0
	point386	386	630	45	21	45	34	45	0	0	0	0
	point387	387	630	45	21	45	34	45	0	0	0	0
	point388	365	630	45	21	45	34	45	0	0	0	0
	point389	389	630	45	21	45	34	45	0	0	0	0
	point390	390										

SCHANK NB	point391	391	506	45	17	45	28	45	0	0	0	0
	point392	392	506	45	17	45	28	45	0	0	0	0
	point393	393	506	45	17	45	28	45	0	0	0	0
	point394	394	506	45	17	45	28	45	0	0	0	0
	point395	395	506	45	17	45	28	45	0	0	0	0
	point396	396	506	45	17	45	28	45	0	0	0	0
	point397	397	506	45	17	45	28	45	0	0	0	0
	point398	398										
SCHANK SB	point399	399	377	45	12	45	21	45	0	0	0	0
	point400	400	377	45	12	45	21	45	0	0	0	0
	point401	401	377	45	12	45	21	45	0	0	0	0
	point402	402	377	45	12	45	21	45	0	0	0	0
	point403	403	377	45	12	45	21	45	0	0	0	0
	point404	404	377	45	12	45	21	45	0	0	0	0
	point405	405	377	45	12	45	21	45	0	0	0	0
	point406	406	377	45	12	45	21	45	0	0	0	0
	point407	407										
MH WB15	point408	408	791	45	26	45	43	45	0	0	0	0
	point418	418	791	45	26	45	43	45	0	0	0	0
	point419	419	791	45	26	45	43	45	0	0	0	0
	point420	420	791	45	26	45	43	45	0	0	0	0
	point421	421	791	45	26	45	43	45	0	0	0	0
	point422	422	791	45	26	45	43	45	0	0	0	0
	point423	423	791	45	26	45	43	45	0	0	0	0
	point409	409										
MH EB1	point410	410	966	45	32	45	53	45	0	0	0	0
	point412	412	966	45	32	45	53	45	0	0	0	0
	point413	413	966	45	32	45	53	45	0	0	0	0
	point414	414	966	45	32	45	53	45	0	0	0	0
	point415	415	966	45	32	45	53	45	0	0	0	0
	point416	416	966	45	32	45	53	45	0	0	0	0
	point417	417	966	45	32	45	53	45	0	0	0	0
	point411	411										

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed - Bridge Over RR WO/Barriers

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	36	6	1,064,531.1	2,041,842.1	816.81	4.92	0.00	66	10.0	8.0	Y
R2	37	10	1,064,676.4	2,041,965.4	835.22	4.92	0.00	66	10.0	8.0	Y
R3	38	1	1,065,291.0	2,041,091.8	830.65	4.92	61.70	66	10.0	8.0	Y
R4	39	14	1,065,721.8	2,040,119.8	814.58	4.92	61.00	66	10.0	8.0	Y
R5	40	30	1,065,488.2	2,040,749.0	811.09	4.92	0.00	66	10.0	8.0	Y
R6	41	16	1,067,356.5	2,037,829.0	788.52	4.92	62.30	66	10.0	8.0	Y
R7	42	31	1,067,726.4	2,037,685.1	783.68	4.92	0.00	66	10.0	8.0	Y
R8	43	1	1,068,237.8	2,036,742.1	774.58	4.92	63.40	66	10.0	8.0	Y
R9	44	2	1,068,507.9	2,036,022.0	769.14	4.92	53.30	66	10.0	8.0	Y
R10	45	1	1,068,508.0	2,035,600.5	771.25	4.92	58.50	66	10.0	8.0	Y
R11	46	1	1,069,220.8	2,034,591.1	774.38	4.92	58.20	66	10.0	8.0	Y
R12	47	8	1,069,624.2	2,034,504.1	766.34	4.92	64.30	66	10.0	8.0	Y
R13	48	12	1,069,872.8	2,033,735.4	774.14	4.92	0.00	66	10.0	8.0	Y
R14	49	1	1,070,214.5	2,033,125.5	758.78	4.92	59.50	66	10.0	8.0	Y
R15	50	6	1,070,491.2	2,033,063.8	762.87	4.92	0.00	66	10.0	8.0	Y
R16	51	1	1,070,411.6	2,032,702.0	753.84	4.92	55.70	66	10.0	8.0	Y
R17	52	8	1,070,906.4	2,032,737.8	741.51	4.92	0.00	66	10.0	8.0	Y
R18	53	6	1,071,201.0	2,032,418.4	747.56	4.92	60.90	66	10.0	8.0	Y
R19	54	18	1,070,836.6	2,032,488.5	768.67	4.92	0.00	66	10.0	8.0	Y
R20	55	11	1,071,623.5	2,032,050.8	769.25	4.92	0.00	66	10.0	8.0	Y
R21	56	9	1,072,551.9	2,031,222.4	763.04	4.92	67.00	66	10.0	8.0	Y
R22	57	22	1,072,668.5	2,031,333.2	767.82	4.92	63.40	66	10.0	8.0	Y

R23	58	1	1,073,055.4	2,031,104.1	763.93	4.92	0.00	66	10.0	8.0	Y
R24	59	1	1,073,329.9	2,030,928.5	763.32	4.92	0.00	66	10.0	8.0	Y
R25	60	1	1,073,525.8	2,030,841.0	762.79	4.92	59.30	66	10.0	8.0	Y
R26	61	3	1,074,243.4	2,030,044.5	761.16	4.92	0.00	66	10.0	8.0	Y
R27	62	1	1,062,951.0	2,044,616.8	842.42	4.92	0.00	66	10.0	8.0	Y
R28	63	1	1,063,195.9	2,044,607.8	842.25	4.92	0.00	66	10.0	8.0	Y
R29	64	1	1,063,177.6	2,044,234.2	843.85	4.92	0.00	66	10.0	8.0	Y
R30	65	1	1,063,127.1	2,043,822.9	846.82	4.92	0.00	66	10.0	8.0	Y
R31	66	3	1,062,354.1	2,043,743.6	862.16	4.92	0.00	66	10.0	8.0	Y
R32	67	3	1,062,663.5	2,043,657.2	861.06	4.92	0.00	66	10.0	8.0	Y
R33	69	8	1,068,520.4	2,037,007.8	778.45	4.92	0.00	66	10.0	8.0	Y

IDOT				**5 June 2017**	
J Reichel				**TNM 2.5**	
INPUT: TREE ZONES					
PROJECT/CONTRACT:	**IL 60/83**				
RUN:	**Proposed - Bridge Over RR WO/Barriers**				
Tree Zone		**Points**			
Name	**Average**	**No.**	**Coordinates (ground)**		
	Height		**X**	**Y**	**Z**
	ft		ft	ft	ft
Tree Zone3	20.00	4	1,065,588.9	2,040,548.2	818.70
		5	1,065,837.6	2,040,180.6	815.30
		6	1,066,078.8	2,039,810.2	815.50
Tree Zone4	20.00	10	1,067,124.6	2,038,164.6	793.40
		11	1,067,281.4	2,037,974.8	790.90
		12	1,067,454.2	2,037,784.2	788.30
Tree Zone5	20.00	13	1,067,515.2	2,037,721.4	787.50
		14	1,067,758.8	2,037,455.8	783.80
		15	1,067,926.8	2,037,237.2	781.70
		16	1,068,060.8	2,037,060.9	782.20
Tree Zone6	20.00	17	1,067,410.0	2,038,010.4	785.40
		18	1,067,459.2	2,037,943.8	788.10
		19	1,067,538.1	2,037,857.5	788.20
Tree Zone7	20.00	20	1,067,611.2	2,037,823.2	786.70
		21	1,067,617.4	2,037,774.9	786.10
		22	1,067,783.8	2,037,587.8	783.40
		23	1,067,619.6	2,037,776.1	785.80
Tree Zone8	20.00	24	1,068,647.4	2,036,049.2	769.20
		25	1,068,571.5	2,036,129.1	770.90
		26	1,068,583.2	2,036,135.4	771.40
Tree Zone9	20.00	27	1,069,589.4	2,034,486.9	767.30
		28	1,069,687.0	2,034,310.8	765.40
		29	1,069,750.5	2,034,331.8	765.00
		30	1,069,696.8	2,034,333.9	765.50

Tree Zone12	30.00	38	1,070,313.8	2,033,117.2	761.50
		39	1,070,579.5	2,032,776.2	761.90
		40	1,070,517.2	2,032,747.8	756.00
		41	1,070,512.8	2,032,812.1	754.90
		42	1,070,260.8	2,033,118.1	756.40
Tree Zone13	20.00	43	1,070,534.9	2,032,972.8	760.30
		44	1,070,649.0	2,032,839.5	764.50
		45	1,070,582.6	2,032,907.8	761.50
Tree Zone14	20.00	46	1,071,114.5	2,032,407.8	752.40
		47	1,071,258.9	2,032,296.8	761.60
		48	1,071,179.0	2,032,351.9	756.80
Tree Zone15	20.00	49	1,071,304.4	2,032,135.1	768.70
		50	1,071,494.8	2,032,006.9	770.90
		51	1,071,476.2	2,031,973.5	770.10
		52	1,071,483.8	2,032,001.2	770.80
Tree Zone16	25.00	53	1,072,008.0	2,031,750.2	768.90
		54	1,072,122.6	2,031,675.8	770.00
		55	1,072,073.5	2,031,747.1	768.80
Tree Zone17	20.00	56	1,072,163.8	2,031,653.1	768.50
		57	1,072,237.4	2,031,604.4	768.40
		58	1,072,195.2	2,031,640.5	768.70
Tree Zone18	20.00	59	1,073,910.4	2,030,112.0	759.30
		60	1,074,027.6	2,030,290.1	758.10
		61	1,074,185.2	2,030,181.5	760.00
		62	1,074,171.4	2,030,086.8	760.80
		63	1,074,141.4	2,030,179.0	760.20
		64	1,074,030.5	2,030,259.9	761.10
		65	1,073,930.4	2,030,104.8	759.60
Tree Zone8a	20.00	66	1,068,370.6	2,035,943.8	767.00
		67	1,068,385.9	2,035,945.4	767.50
		68	1,068,406.8	2,036,022.9	768.10
		69	1,068,533.2	2,036,096.6	769.10
		70	1,068,527.9	2,036,104.9	769.50
		71	1,068,388.6	2,036,027.8	767.80

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed - Bridge Over RR WC

Building Row Name	Average Height	Building Percent	Points No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
Building1	15.00	80	1	1,068,518.6	2,036,059.5	769.90
			2	1,068,564.2	2,035,993.2	769.50
Building2	15.00	80	3	1,068,609.6	2,035,935.8	768.70
			4	1,068,499.9	2,035,874.6	769.50
Building3	15.00	80	5	1,069,198.8	2,034,828.0	778.50
			6	1,069,246.5	2,034,734.1	778.00
			7	1,069,106.9	2,034,657.6	776.60
Building4	15.00	80	8	1,069,230.8	2,034,608.5	774.50
			9	1,069,229.9	2,034,471.6	774.20
Building5	15.00	80	10	1,070,203.2	2,033,231.5	758.10
			11	1,070,218.6	2,033,208.2	758.10
			12	1,070,190.5	2,033,185.4	758.70
Building6	15.00	80	13	1,070,182.5	2,033,154.5	754.40
			14	1,070,223.6	2,033,185.4	758.50
			15	1,070,253.2	2,033,144.2	760.60
			16	1,070,237.0	2,033,132.2	758.70
Building7	25.00	80	17	1,070,705.8	2,032,881.1	760.00
			18	1,070,707.6	2,032,814.2	760.50
			19	1,070,748.6	2,032,771.8	760.10
			20	1,070,823.9	2,032,766.5	745.40
Building8	25.00	80	21	1,070,825.4	2,032,741.5	745.10
			22	1,070,806.8	2,032,720.4	750.00
			23	1,070,922.4	2,032,603.8	752.20
Building9	15.00	80	24	1,072,529.4	2,031,275.2	763.70

			25	1,072,592.5	2,031,226.6	762.90
Building10	15.00	80	26	1,073,302.5	2,030,914.2	763.70
			27	1,073,360.5	2,030,867.0	764.30
Building11	15.00	80	28	1,073,430.1	2,030,957.8	759.70
			29	1,073,432.8	2,030,886.8	761.30
			30	1,073,456.1	2,030,819.0	763.90
			31	1,073,530.5	2,030,764.9	763.50
Building12	15.00	80	32	1,074,034.0	2,030,214.8	762.30
			33	1,074,082.4	2,030,175.5	762.00

IDOT 5 June 2017
J Reichel TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed - Bridge Over RR WO/Barriers
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	36	6	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
R2	37	10	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
R3	38	1	61.7	68.0	66	6.3	10	Snd Lvl	68.0	0.0	8	-8.0
R4	39	14	61.0	69.6	66	8.6	10	Snd Lvl	69.6	0.0	8	-8.0
R5	40	30	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
R6	41	16	62.3	67.7	66	5.4	10	Snd Lvl	67.7	0.0	8	-8.0
R7	42	31	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
R8	43	1	63.4	69.8	66	6.4	10	Snd Lvl	69.8	0.0	8	-8.0
R9	44	2	53.3	60.1	66	6.8	10	----	60.1	0.0	8	-8.0
R10	45	1	58.5	62.8	66	4.3	10	----	62.8	0.0	8	-8.0
R11	46	1	58.2	57.0	66	-1.2	10	----	57.0	0.0	8	-8.0
R12	47	8	64.3	69.7	66	5.4	10	Snd Lvl	69.7	0.0	8	-8.0
R13	48	12	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
R14	49	1	59.5	64.3	66	4.8	10	----	64.3	0.0	8	-8.0
R15	50	6	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
R16	51	1	55.7	60.0	66	4.3	10	----	60.0	0.0	8	-8.0
R17	52	8	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
R18	53	6	60.9	64.2	66	3.3	10	----	64.2	0.0	8	-8.0
R19	54	18	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
R20	55	11	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
R21	56	9	67.0	64.9	66	-2.1	10	----	64.9	0.0	8	-8.0
R22	57	22	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
R23	58	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
R24	59	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0

R25	60	1	59.3	65.0	66	5.7	10	----	65.0	0.0	8	-8.0
R26	61	3	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
R27	62	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
R28	63	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
R29	64	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
R30	65	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
R31	66	3	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
R32	67	3	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
R33	69	8	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	239	0.0	0.0	0.0
All Impacted	170	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Build With Barriers

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed With Bridge Over RR W/Barriers

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

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
EB 1	22.0	point1	1	1,064,088.6	2,042,673.8	824.10				Average	
		point5	2	1,064,863.8	2,041,490.1	836.06					
EB 2	22.0	point7	4	1,064,901.1	2,041,433.1	836.00				Average	
		point8	5	1,065,099.8	2,041,133.8	830.60					
PropCL Hawley	52.0	point108	6	1,065,026.5	2,040,583.5	823.20	Signal	0.00	100	Average	
		point309	309	1,065,329.5	2,040,787.8	823.00				Average	
		point247	7	1,065,340.8	2,040,795.4	822.70				Average	
		point248	8	1,065,371.1	2,040,815.8	822.80				Average	
		point310	310	1,065,381.1	2,040,822.5	823.00				Average	
		point253	9	1,065,450.9	2,040,869.6	824.30				Average	
		point252	10	1,065,523.8	2,040,913.0	825.30				Average	
		point251	11	1,065,572.1	2,040,938.5	826.00				Average	
		point250	12	1,065,613.2	2,040,957.6	826.40				Average	
		point249	13	1,065,663.0	2,040,978.6	826.50				Average	
		point135	14	1,065,705.9	2,040,995.0	826.50				Average	
		point109	15	1,065,756.2	2,041,011.8	826.40				Average	
		point110	16	1,065,801.2	2,041,024.8	826.20				Average	
		point111	17	1,065,854.8	2,041,037.9	825.60				Average	
		point112	18	1,065,898.8	2,041,047.0	825.10				Average	
		point113	19	1,065,947.9	2,041,055.0	824.30				Average	
		point114	20	1,065,997.8	2,041,061.2	823.50					
PropCL Midlothian - NB	66.0	point115	21	1,068,173.6	2,034,867.1	775.70	Signal	0.00	100	Average	
		point262	25	1,068,218.6	2,034,910.8	776.10				Average	
		point261	26	1,068,290.2	2,034,980.2	776.70				Average	
		point260	27	1,068,362.1	2,035,050.0	776.90				Average	

		point259	28	1,068,434.6	2,035,118.8	776.40				Average	
		point258	29	1,068,509.8	2,035,184.9	775.30				Average	
		point257	30	1,068,585.5	2,035,250.1	773.90				Average	
		point256	31	1,068,661.2	2,035,315.4	772.50				Average	
		point255	32	1,068,737.0	2,035,380.6	771.10				Average	
		point116	33	1,068,812.8	2,035,445.8	769.70				Average	
		point136	34	1,068,888.6	2,035,511.1	768.50				Average	
		point117	35	1,068,929.2	2,035,546.0	768.80				Average	
		point254	36	1,068,964.8	2,035,576.8	769.60					
PropCL Diamond Lake Road - West	52.0	point118	37	1,073,351.2	2,030,288.0	757.40	Signal	0.00	100	Average	
		point323	323	1,073,352.6	2,030,388.0	759.80				Average	
		point322	322	1,073,355.6	2,030,488.0	762.90				Average	
		point321	321	1,073,360.2	2,030,587.9	765.90				Average	
		point320	320	1,073,366.4	2,030,687.8	767.20				Average	
		point319	319	1,073,370.5	2,030,749.5	769.70				Average	
		point120	38	1,073,373.0	2,030,787.4	771.20					
PropCL Diamond Lake Road - East	24.0	point121	39	1,073,438.2	2,031,461.8	750.20	Signal	0.00	100	Average	
		point324	324	1,073,421.1	2,031,362.8	754.60				Average	
		point122	40	1,073,403.9	2,031,263.4	760.50				Average	
		point123	41	1,073,396.8	2,031,186.5	759.70				Average	
		point124	42	1,073,396.2	2,031,086.5	760.30				Average	
		point125	43	1,073,392.1	2,031,016.2	762.90				Average	
		point126	44	1,073,389.5	2,030,986.8	764.30				Average	
		point127	45	1,073,380.8	2,030,887.2	771.40				Average	
		point266	46	1,073,376.5	2,030,835.4	771.80				Average	
		point128	47	1,073,373.0	2,030,787.4	771.20					
PropCl Townline Road	48.0	point129	48	1,074,565.9	2,030,134.1	752.40	Signal	0.00	100	Average	
		point325	325	1,074,447.0	2,030,106.4	753.90				Average	
		point130	49	1,074,435.8	2,030,103.1	754.10					
EB 3	22.0	point135	50	1,065,100.2	2,041,132.9	830.60				Average	
		point161	161	1,065,272.1	2,040,874.6	824.90				Average	
		point136	51	1,065,329.5	2,040,787.8	823.00				Average	
		point137	52	1,065,367.0	2,040,731.1	821.70					
EB 4	22.0	point138	53	1,065,367.6	2,040,730.2	821.70				Average	
		point139	54	1,065,573.2	2,040,421.5	816.70					
EB 5	22.0	point140	55	1,065,573.8	2,040,420.8	816.70				Average	
		point141	56	1,065,757.9	2,040,143.8	814.90					
EB 6	22.0	point142	57	1,065,758.4	2,040,142.9	814.90				Average	
		point143	58	1,066,084.5	2,039,652.4	810.30					

EB 7	22.0	point144	59	1,067,078.2	2,038,250.9	794.60				Average	
		point162	162	1,067,136.8	2,038,179.6	793.70				Average	
		point165	165	1,067,201.2	2,038,102.8	792.70				Average	
		point164	164	1,067,266.2	2,038,026.2	792.30				Average	
		point163	163	1,067,331.9	2,037,950.6	791.40				Average	
		point145	60	1,067,349.4	2,037,930.8	791.10					
EB 8	22.0	point146	61	1,067,350.1	2,037,929.9	791.10				Average	
		point172	172	1,067,398.4	2,037,875.4	790.50				Average	
		point171	171	1,067,431.8	2,037,838.2	790.00				Average	
		point170	170	1,067,448.5	2,037,819.6	789.70				Average	
		point169	169	1,067,465.2	2,037,801.1	789.40				Average	
		point168	168	1,067,600.9	2,037,652.1	787.70				Average	
		point167	167	1,067,633.2	2,037,616.2	787.20				Average	
		point166	166	1,067,666.2	2,037,578.8	786.80				Average	
		point147	62	1,067,693.2	2,037,547.8	786.40					
EB 9	22.0	point148	63	1,067,694.0	2,037,547.0	786.40				Average	
		point178	178	1,067,731.2	2,037,503.6	785.90				Average	
		point177	177	1,067,763.1	2,037,465.8	785.40				Average	
		point176	176	1,067,795.0	2,037,427.2	785.00				Average	
		point175	175	1,067,826.2	2,037,389.1	784.60				Average	
		point174	174	1,067,857.6	2,037,350.2	784.10				Average	
		point173	173	1,067,888.2	2,037,311.4	783.70				Average	
		point149	64	1,067,919.0	2,037,272.0	783.20				Average	
		point150	65	1,067,956.8	2,037,222.8	782.70					
EB 10	22.0	point151	66	1,067,993.1	2,037,174.4	782.10				Average	
		point182	182	1,068,038.2	2,037,113.0	781.50				Average	
		point181	181	1,068,096.0	2,037,032.1	780.60				Average	
		point180	180	1,068,152.5	2,036,950.2	779.70				Average	
		point179	179	1,068,207.8	2,036,867.8	778.80				Average	
		point152	67	1,068,261.8	2,036,784.2	778.00				Average	
		point153	68	1,068,314.4	2,036,699.9	776.60				Average	
		point154	69	1,068,365.8	2,036,614.8	775.70				Average	
		point155	70	1,068,415.9	2,036,528.8	774.90				Average	
		point156	71	1,068,441.2	2,036,484.1	774.50					
EB 11	22.0	point157	72	1,068,441.8	2,036,483.2	774.40				Average	
		point158	73	1,068,604.8	2,036,165.0	771.30				Average	
		point160	75	1,068,689.8	2,035,983.6	769.10					
EB 12	22.0	point161	76	1,068,690.2	2,035,982.8	769.00				Average	
		point162	77	1,068,877.8	2,035,633.2	766.90				Average	

		point328	328	1,068,929.2	2,035,546.0	768.80				Average	
		point163	78	1,069,015.5	2,035,399.8	770.90				Average	
		point164	79	1,069,153.9	2,035,141.9	775.80				Average	Y
		point183	183	1,069,162.8	2,035,126.2	776.10					
EB 13	22.0	point176	91	1,069,163.2	2,035,125.2	776.10				Average	
		point226	226	1,069,331.2	2,034,828.5	775.40				Average	
		point225	225	1,069,620.2	2,034,289.8	765.70				Average	
		point224	224	1,069,708.0	2,034,126.2	766.40				Average	
		point223	223	1,069,836.2	2,033,887.4	769.30				Average	
		point222	222	1,069,885.6	2,033,799.8	769.30				Average	
		point221	221	1,069,985.4	2,033,625.6	766.20				Average	
		point220	220	1,070,011.8	2,033,582.2	764.80				Average	
		point219	219	1,070,038.2	2,033,539.9	763.20				Average	
		point218	218	1,070,065.2	2,033,497.9	761.90				Average	
		point217	217	1,070,093.2	2,033,455.6	760.80				Average	
		point216	216	1,070,121.2	2,033,414.2	760.00				Average	
		point215	215	1,070,150.2	2,033,372.8	759.40				Average	
		point214	214	1,070,179.4	2,033,332.2	759.10				Average	
		point213	213	1,070,209.6	2,033,291.1	758.90				Average	
		point212	212	1,070,447.5	2,032,971.9	762.00				Average	
		point211	211	1,070,478.9	2,032,930.5	762.70				Average	
		point210	210	1,070,509.8	2,032,891.2	763.00				Average	
		point209	209	1,070,541.9	2,032,851.8	763.00				Average	
		point208	208	1,070,574.1	2,032,813.5	762.80				Average	
		point207	207	1,070,606.9	2,032,775.8	762.50				Average	
		point206	206	1,070,640.9	2,032,737.9	761.90				Average	
		point205	205	1,070,675.0	2,032,701.2	761.10				Average	
		point204	204	1,070,710.2	2,032,664.5	760.10				Average	
		point203	203	1,070,745.6	2,032,629.1	758.90				Average	
		point202	202	1,070,856.2	2,032,525.0	754.90				Average	
		point201	201	1,070,893.8	2,032,491.9	754.10				Average	
		point200	200	1,070,932.5	2,032,458.9	753.60				Average	
		point199	199	1,070,971.2	2,032,427.1	753.40				Average	
		point198	198	1,071,010.8	2,032,395.5	753.40				Average	
		point197	197	1,071,089.1	2,032,333.4	754.40				Average	
		point196	196	1,071,167.5	2,032,271.2	757.00				Average	
		point195	195	1,071,246.2	2,032,209.2	761.20				Average	
		point194	194	1,071,325.8	2,032,148.1	765.30				Average	
		point193	193	1,071,405.6	2,032,087.6	768.40				Average	

		point192	192	1,071,648.8	2,031,910.5	770.60				Average	
		point191	191	1,071,730.4	2,031,853.0	770.10				Average	
		point190	190	1,071,896.5	2,031,740.1	768.90				Average	
		point189	189	1,071,980.5	2,031,684.0	768.40				Average	
		point188	188	1,072,145.9	2,031,573.5	768.30				Average	
		point187	187	1,072,229.1	2,031,517.9	770.10				Average	
		point186	186	1,072,312.2	2,031,462.4	773.40				Average	
		point227	227	1,072,395.4	2,031,406.8	778.10				Average	
		point185	185	1,072,477.5	2,031,350.5	784.00				Average	Y
		point184	184	1,072,584.2	2,031,277.1	789.60					
EB 14	22.0	point178	93	1,072,617.0	2,031,255.2	790.90				Average	Y
		point179	94	1,072,831.4	2,031,112.0	794.60					
EB 15	33.0	point180	95	1,072,832.2	2,031,111.4	764.60				Average	Y
		point185	99	1,073,054.2	2,030,960.8	789.60					
WB 1	22.0	point186	100	1,074,553.0	2,030,033.2	753.20				Average	
		point329	329	1,074,447.0	2,030,106.4	753.90				Average	
		point188	102	1,074,349.5	2,030,173.8	755.00				Average	
		point189	103	1,074,152.2	2,030,309.8	756.40				Average	
		point190	104	1,073,376.5	2,030,835.4	771.80				Average	
		point191	105	1,073,305.9	2,030,883.2	776.60					
WB 2	22.0	point192	106	1,073,297.9	2,030,872.9	776.90				Average	Y
		point193	107	1,073,088.2	2,031,011.4	789.70					
WB 3	22.0	point194	108	1,073,087.2	2,031,012.0	789.70				Average	Y
		point196	110	1,072,835.5	2,031,183.8	794.60					
WB 4	22.0	point197	111	1,072,834.8	2,031,184.2	794.60				Average	Y
		point198	112	1,072,650.4	2,031,307.5	790.90					
WB 5	22.0	point199	113	1,072,621.5	2,031,326.8	789.70				Average	Y
		point271	271	1,072,605.1	2,031,337.8	789.00				Average	Y
		point270	270	1,072,437.1	2,031,446.2	778.90				Average	
		point269	269	1,072,166.1	2,031,627.4	768.20				Average	
		point268	268	1,072,107.8	2,031,666.2	767.80				Average	
		point267	267	1,071,875.1	2,031,821.9	769.60				Average	
		point266	266	1,071,816.5	2,031,861.9	770.00				Average	
		point265	265	1,071,762.8	2,031,899.0	770.10				Average	
		point264	264	1,071,681.0	2,031,956.2	770.60				Average	
		point263	263	1,071,439.2	2,032,132.4	768.40				Average	
		point262	262	1,071,359.8	2,032,192.6	765.30				Average	
		point261	261	1,071,246.9	2,032,280.0	759.30				Average	
		point260	260	1,071,028.6	2,032,452.9	752.20				Average	

		point259	259	1,071,006.8	2,032,470.4	752.00				Average	
		point258	258	1,070,968.5	2,032,501.9	752.00				Average	
		point257	257	1,070,930.8	2,032,534.0	752.40				Average	
		point256	256	1,070,893.5	2,032,566.8	753.30				Average	
		point255	255	1,070,857.2	2,032,599.8	754.40				Average	
		point254	254	1,070,820.8	2,032,634.0	755.90				Average	
		point253	253	1,070,785.2	2,032,668.5	757.30				Average	
		point252	252	1,070,750.2	2,032,703.8	758.50				Average	
		point251	251	1,070,716.0	2,032,739.4	759.50				Average	
		point250	250	1,070,682.2	2,032,775.8	760.30				Average	
		point249	249	1,070,649.1	2,032,812.5	760.90				Average	
		point248	248	1,070,616.6	2,032,849.9	761.20				Average	
		point247	247	1,070,584.8	2,032,887.8	761.40				Average	
		point246	246	1,070,553.6	2,032,926.2	761.30				Average	
		point245	245	1,070,523.0	2,032,965.1	761.10				Average	
		point244	244	1,070,462.8	2,033,045.2	760.60				Average	
		point243	243	1,070,413.8	2,033,110.8	760.00				Average	
		point242	242	1,070,360.2	2,033,182.8	759.30				Average	
		point241	241	1,070,313.9	2,033,244.8	758.60				Average	
		point240	240	1,070,254.2	2,033,325.0	758.00				Average	
		point239	239	1,070,224.8	2,033,364.9	757.90				Average	
		point238	238	1,070,196.0	2,033,405.2	758.10				Average	
		point237	237	1,070,167.6	2,033,445.8	758.70				Average	
		point236	236	1,070,139.8	2,033,486.8	759.50				Average	
		point235	235	1,070,112.4	2,033,528.2	760.60				Average	
		point234	234	1,070,085.5	2,033,569.9	762.00				Average	
		point233	233	1,070,059.2	2,033,612.0	763.50				Average	
		point200	114	1,070,033.4	2,033,654.4	764.90				Average	
		point201	115	1,070,008.0	2,033,697.4	766.00				Average	
		point202	116	1,069,991.0	2,033,726.8	766.70				Average	
		point203	117	1,069,948.9	2,033,803.9	768.00				Average	
		point204	118	1,069,936.8	2,033,827.2	768.30				Average	
		point205	119	1,069,890.8	2,033,916.8	768.90				Average	
		point206	120	1,069,713.5	2,034,247.2	765.70				Average	
		point207	121	1,069,628.2	2,034,406.1	766.20				Average	
		point208	122	1,069,510.2	2,034,626.0	770.20				Average	
		point209	123	1,069,467.2	2,034,706.0	771.90				Average	
		point210	124	1,069,418.0	2,034,797.9	773.80				Average	
		point211	125	1,069,370.8	2,034,886.0	775.60				Average	

		point212	126	1,069,324.8	2,034,974.2	776.60				Average	
		point213	127	1,069,301.4	2,035,019.2	776.80				Average	
		point214	128	1,069,277.8	2,035,063.2	776.70				Average	
		point215	129	1,069,225.6	2,035,160.6	775.90					
WB 6	22.0	point327	327	1,069,225.1	2,035,161.5	775.80				Average	
		point220	134	1,069,036.0	2,035,514.4	769.40				Average	
		point225	139	1,068,990.4	2,035,598.8	769.00				Average	
		point226	140	1,068,909.5	2,035,749.8	767.80				Average	
		point227	141	1,068,771.6	2,036,006.6	769.40					
WB 7	22.0	point228	142	1,068,771.1	2,036,007.4	769.40				Average	
		point283	283	1,068,499.8	2,036,506.5	774.40				Average	
		point282	282	1,068,469.8	2,036,559.6	775.00				Average	
		point281	281	1,068,419.1	2,036,646.4	775.80				Average	
		point280	280	1,068,367.2	2,036,732.2	776.70				Average	
		point279	279	1,068,314.0	2,036,817.5	777.60				Average	
		point278	278	1,068,287.0	2,036,859.6	778.10				Average	
		point277	277	1,068,259.5	2,036,901.8	778.50				Average	
		point276	276	1,068,231.8	2,036,943.8	779.00				Average	
		point275	275	1,068,203.8	2,036,985.2	779.40				Average	
		point274	274	1,068,146.8	2,037,067.8	780.30				Average	
		point284	284	1,068,117.6	2,037,108.8	780.70				Average	
		point273	273	1,068,088.4	2,037,149.4	781.20				Average	
		point229	143	1,068,042.5	2,037,211.9	781.90					
WB 8	22.0	point231	145	1,068,005.2	2,037,261.5	782.40				Average	
		point290	290	1,067,968.1	2,037,310.0	783.00				Average	
		point289	289	1,067,937.2	2,037,349.5	783.40				Average	
		point288	288	1,067,903.1	2,037,388.8	783.80				Average	
		point287	287	1,067,874.6	2,037,427.9	784.30				Average	
		point286	286	1,067,842.8	2,037,466.8	784.70				Average	
		point285	285	1,067,810.8	2,037,505.4	785.20				Average	
		point232	146	1,067,778.1	2,037,544.1	785.60				Average	
		point233	147	1,067,743.2	2,037,584.8	786.10					
WB 9	22.0	point234	148	1,067,742.6	2,037,585.6	786.10				Average	
		point295	295	1,067,712.9	2,037,619.8	786.50				Average	
		point294	294	1,067,679.5	2,037,657.4	787.00				Average	
		point293	293	1,067,646.4	2,037,694.2	787.40				Average	
		point292	292	1,067,592.8	2,037,753.2	788.20				Average	
		point291	291	1,067,455.4	2,037,904.6	790.00				Average	
		point235	149	1,067,397.4	2,037,967.0	790.80					

WB 11	22.0	point236	150	1,066,136.2	2,039,686.5	810.30				Average	
		point237	151	1,065,809.9	2,040,177.5	814.90					
WB 10	22.0	point238	152	1,067,396.8	2,037,970.8	790.80				Average	
		point299	299	1,067,378.6	2,037,991.4	791.10				Average	
		point298	298	1,067,313.2	2,038,066.8	791.90				Average	
		point297	297	1,067,248.6	2,038,142.8	792.80				Average	
		point296	296	1,067,184.6	2,038,219.2	793.70				Average	
		point239	153	1,067,125.1	2,038,291.6	794.60					
WB 12	22.0	point240	154	1,065,809.4	2,040,178.2	814.90				Average	
		point241	155	1,065,637.4	2,040,437.1	816.60					
WB 13	24.0	point242	156	1,065,636.8	2,040,437.9	816.60				Average	
		point243	157	1,065,449.8	2,040,719.4	820.70				Average	
		point244	158	1,065,423.1	2,040,759.2	821.60					
WB 14	22.0	point245	159	1,065,422.6	2,040,760.2	821.60				Average	
		point301	301	1,065,381.1	2,040,822.5	823.00				Average	
		point300	300	1,065,293.0	2,040,955.1	825.90				Average	
		point246	160	1,064,952.8	2,041,467.5	836.00					
EB 16	22.0	point228	228	1,073,055.1	2,030,960.1	789.60				Average	Y
		point229	229	1,073,370.5	2,030,749.5	769.70				Average	
		point230	230	1,073,806.2	2,030,458.4	759.30				Average	
		point231	231	1,074,136.2	2,030,233.4	756.30				Average	
		point232	232	1,074,485.2	2,029,992.6	753.50					
WB 15	22.0	point304	304	1,064,915.5	2,041,524.2	836.10				Average	
		point305	305	1,064,555.8	2,042,073.4	826.90				Average	
		point306	306	1,064,450.0	2,042,235.0	825.70				Average	
		point307	307	1,064,140.2	2,042,707.8	824.10					
PropCL Midlothian - SB	55.0	point311	311	1,069,334.2	2,036,040.0	764.60				Average	
		point312	312	1,069,291.6	2,035,949.6	765.40				Average	
		point313	313	1,069,239.9	2,035,864.1	766.20				Average	
		point314	314	1,069,180.5	2,035,783.6	767.40				Average	
		point315	315	1,069,113.8	2,035,709.2	768.30				Average	
		point316	316	1,069,040.2	2,035,641.6	768.70				Average	
		point317	317	1,068,990.4	2,035,598.8	769.00				Average	
		point318	318	1,068,964.8	2,035,576.8	769.60					
N EB1	22.0	point330	334	1,062,606.6	2,044,798.6	843.20				Average	
		point331	338	1,062,688.9	2,044,704.0	845.10				Average	
		point332	339	1,062,755.8	2,044,627.5	844.80				Average	
		point333	340	1,062,820.1	2,044,553.2	845.60				Average	
		point334	341	1,062,884.5	2,044,475.0	847.00				Average	

		point335	335	1,062,948.1	2,044,398.4	847.80					
N EB2	22.0	point336	336	1,062,999.6	2,044,334.8	847.80				Average	
		point337	342	1,063,062.6	2,044,241.2	846.90				Average	
		point338	343	1,063,117.2	2,044,157.8	845.30				Average	
		point339	344	1,063,171.9	2,044,073.5	843.80				Average	
		point340	345	1,063,228.5	2,043,987.2	843.30				Average	
		point341	346	1,063,282.2	2,043,904.9	843.80				Average	
		point342	347	1,063,337.8	2,043,821.4	844.60				Average	
		point343	337	1,063,382.2	2,043,752.9	845.30					
N WB1	22.0	point351	348	1,063,434.8	2,043,787.1	845.30				Average	
		point352	350	1,063,389.2	2,043,855.6	844.60				Average	
		point353	351	1,063,334.6	2,043,940.0	843.80				Average	
		point354	352	1,063,283.6	2,044,026.1	843.30				Average	
		point355	353	1,063,235.5	2,044,110.5	843.80				Average	
		point356	354	1,063,180.8	2,044,194.9	845.30				Average	
		point357	355	1,063,123.2	2,044,278.2	846.90				Average	
		point358	349	1,063,064.0	2,044,368.1	847.80					
N WB2	22.0	point359	356	1,062,983.4	2,044,474.2	847.80				Average	
		point360	358	1,062,939.0	2,044,521.5	847.00				Average	
		point361	359	1,062,867.6	2,044,595.6	845.60				Average	
		point362	360	1,062,803.6	2,044,668.0	844.80				Average	
		point363	361	1,062,738.8	2,044,742.1	845.10				Average	
		point364	362	1,062,673.0	2,044,817.1	844.90				Average	
		point365	357	1,062,653.5	2,044,838.5	844.60					
IL176 EB	12.0	point366	363	1,061,927.5	2,043,680.2	855.70				Average	
		point367	371	1,062,207.2	2,043,675.9	863.40				Average	
		point368	372	1,062,333.6	2,043,680.2	861.80				Average	
		point369	373	1,062,592.8	2,043,686.8	856.60				Average	
		point370	374	1,062,996.6	2,043,695.4	849.50				Average	
		point371	375	1,063,170.5	2,043,690.0	848.00				Average	
		point372	351	1,063,379.9	2,043,694.2	846.30					
IL176 WB	12.0	point373	365	1,063,372.4	2,043,744.0	847.40				Average	
		point374	367	1,063,166.1	2,043,736.4	848.00				Average	
		point375	368	1,062,993.4	2,043,732.1	849.50				Average	
		point376	369	1,062,587.4	2,043,722.4	857.60				Average	
		point377	370	1,062,205.1	2,043,711.5	862.70				Average	
		point378	366	1,061,927.5	2,043,706.1	855.70					
IL83 NB	12.0	point379	376	1,063,040.9	2,044,400.8	846.50				Average	
		point380	378	1,063,085.1	2,044,560.6	845.00				Average	

		point381	379	1,063,117.5	2,044,656.8	844.10				Average	
		point382	380	1,063,148.8	2,044,753.9	844.00				Average	
		point383	381	1,063,179.0	2,044,846.8	844.10				Average	
		point384	377	1,063,210.4	2,044,945.0	844.00					
IL83 SB	12.0	point385	382	1,063,169.4	2,044,955.9	844.00				Average	
		point386	384	1,063,132.6	2,044,864.0	844.10				Average	
		point387	385	1,063,095.9	2,044,771.1	844.00				Average	
		point388	386	1,063,055.9	2,044,676.1	845.00				Average	
		point389	387	1,063,025.8	2,044,582.2	846.50				Average	
		point390	383	1,062,991.1	2,044,478.5	847.90					
SCHANK NB	12.0	point391	388	1,062,642.4	2,043,749.9	857.00				Average	
		point392	390	1,062,708.2	2,043,860.0	855.10				Average	
		point393	391	1,062,759.0	2,043,944.2	852.80				Average	
		point394	392	1,062,810.8	2,044,031.8	851.00				Average	
		point395	393	1,062,863.8	2,044,118.1	850.20				Average	
		point396	394	1,062,915.5	2,044,202.4	849.90				Average	
		point397	395	1,062,967.4	2,044,288.8	849.00				Average	
		point398	389	1,062,994.4	2,044,331.9	848.40					
SCHANK SB	12.0	point399	396	1,062,955.5	2,044,356.8	848.40				Average	
		point400	398	1,062,932.9	2,044,309.2	849.00				Average	
		point401	399	1,062,883.1	2,044,219.6	849.90				Average	
		point402	400	1,062,833.5	2,044,134.2	850.20				Average	
		point403	401	1,062,784.9	2,044,047.9	851.00				Average	
		point404	402	1,062,734.1	2,043,960.5	852.80				Average	
		point405	403	1,062,684.5	2,043,874.0	855.10				Average	
		point406	404	1,062,629.4	2,043,798.5	856.50				Average	
		point407	397	1,062,583.0	2,043,742.4	857.00					
MH WB15	22.0	point405	405	1,064,141.1	2,042,708.8	824.40				Average	
		point415	415	1,064,086.1	2,042,792.2	824.90				Average	
		point416	416	1,064,031.1	2,042,875.8	825.40				Average	
		point417	417	1,063,976.2	2,042,959.4	825.90				Average	
		point418	418	1,063,921.2	2,043,042.9	826.70				Average	
		point419	419	1,063,866.2	2,043,126.4	828.60				Average	
		point420	420	1,063,811.2	2,043,209.9	831.50				Average	
		point406	406	1,063,772.9	2,043,268.2	834.80					
MH EB1	22.0	point407	407	1,063,721.8	2,043,233.6	834.80				Average	
		point409	409	1,063,776.5	2,043,150.0	831.50				Average	
		point410	410	1,063,831.4	2,043,066.4	828.60				Average	
		point411	411	1,063,886.1	2,042,982.6	826.70				Average	

		point412	412	1,063,940.9	2,042,899.0	825.90				Average	
		point413	413	1,063,995.8	2,042,815.4	825.40				Average	
		point414	414	1,064,050.5	2,042,731.8	824.90				Average	
		point408	408	1,064,087.8	2,042,674.9	824.60					

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: IL 60/83
RUN: Proposed With Bridge Over RR W/Barriers

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
EB 1	point1	1	966	45	32	45	53	45	0	0	0	0
	point5	2										
EB 2	point7	4	966	45	32	45	53	45	0	0	0	0
	point8	5										
PropCL Hawley	point108	6	2065	45	68	45	112	45	0	0	0	0
	point309	309	2065	45	68	45	112	45	0	0	0	0
	point247	7	2065	45	68	45	112	45	0	0	0	0
	point248	8	2065	45	68	45	112	45	0	0	0	0
	point310	310	2065	45	68	45	112	45	0	0	0	0
	point253	9	2065	45	68	45	112	45	0	0	0	0
	point252	10	2065	45	68	45	112	45	0	0	0	0
	point251	11	2065	45	68	45	112	45	0	0	0	0
	point250	12	2065	45	68	45	112	45	0	0	0	0
	point249	13	2065	45	68	45	112	45	0	0	0	0
	point135	14	2065	45	68	45	112	45	0	0	0	0
	point109	15	2065	45	68	45	112	45	0	0	0	0
	point110	16	2065	45	68	45	112	45	0	0	0	0
	point111	17	2065	45	68	45	112	45	0	0	0	0
	point112	18	2065	45	68	45	112	45	0	0	0	0
	point113	19	2065	45	68	45	112	45	0	0	0	0
	point114	20										
PropCL Midlothian - NB	point115	21	2203	45	72	45	120	45	0	0	0	0
	point262	25	2203	45	72	45	120	45	0	0	0	0

	point261	26	2203	45	72	45	120	45	0	0	0	0
	point260	27	2203	45	72	45	120	45	0	0	0	0
	point259	28	2203	45	72	45	120	45	0	0	0	0
	point258	29	2203	45	72	45	120	45	0	0	0	0
	point257	30	2203	45	72	45	120	45	0	0	0	0
	point256	31	2203	45	72	45	120	45	0	0	0	0
	point255	32	2203	45	72	45	120	45	0	0	0	0
	point116	33	2203	45	72	45	120	45	0	0	0	0
	point136	34	2203	45	72	45	120	45	0	0	0	0
	point117	35	2203	45	72	45	120	45	0	0	0	0
	point254	36										
PropCL Diamond Lake Road - West	point118	37	1035	45	34	45	56	45	0	0	0	0
	point323	323	1035	45	34	45	56	45	0	0	0	0
	point322	322	1035	45	34	45	56	45	0	0	0	0
	point321	321	1035	45	34	45	56	45	0	0	0	0
	point320	320	1035	45	34	45	56	45	0	0	0	0
	point319	319	1035	45	34	45	56	45	0	0	0	0
	point120	38										
PropCL Diamond Lake Road - East	point121	39	465	30	15	30	25	30	0	0	0	0
	point324	324	465	30	15	30	25	30	0	0	0	0
	point122	40	465	30	15	30	25	30	0	0	0	0
	point123	41	465	30	15	30	25	30	0	0	0	0
	point124	42	465	30	15	30	25	30	0	0	0	0
	point125	43	465	30	15	30	25	30	0	0	0	0
	point126	44	465	30	15	30	25	30	0	0	0	0
	point127	45	465	30	15	30	25	30	0	0	0	0
	point266	46	465	30	15	30	25	30	0	0	0	0
	point128	47										
PropCl Townline Road	point129	48	2686	35	88	35	146	35	0	0	0	0
	point325	325	2686	35	88	35	146	35	0	0	0	0
	point130	49										
EB 3	point135	50	782	45	26	45	43	45	0	0	0	0
	point161	161	782	45	26	45	43	45	0	0	0	0
	point136	51	782	45	26	45	43	45	0	0	0	0
	point137	52										
EB 4	point138	53	819	45	27	45	45	45	0	0	0	0

	point139	54										
EB 5	point140	55	819	45	27	45	45	45	0	0	0	0
	point141	56										
EB 6	point142	57	819	45	27	45	45	45	0	0	0	0
	point143	58										
EB 7	point144	59	819	45	27	45	45	45	0	0	0	0
	point162	162	819	45	27	45	45	45	0	0	0	0
	point165	165	819	45	27	45	45	45	0	0	0	0
	point164	164	819	45	27	45	45	45	0	0	0	0
	point163	163	819	45	27	45	45	45	0	0	0	0
	point145	60										
EB 8	point146	61	819	45	27	45	45	45	0	0	0	0
	point172	172	819	45	27	45	45	45	0	0	0	0
	point171	171	819	45	27	45	45	45	0	0	0	0
	point170	170	819	45	27	45	45	45	0	0	0	0
	point169	169	819	45	27	45	45	45	0	0	0	0
	point168	168	819	45	27	45	45	45	0	0	0	0
	point167	167	819	45	27	45	45	45	0	0	0	0
	point166	166	819	45	27	45	45	45	0	0	0	0
	point147	62										
EB 9	point148	63	860	45	28	45	47	45	0	0	0	0
	point178	178	860	45	28	45	47	45	0	0	0	0
	point177	177	860	45	28	45	47	45	0	0	0	0
	point176	176	860	45	28	45	47	45	0	0	0	0
	point175	175	860	45	28	45	47	45	0	0	0	0
	point174	174	860	45	28	45	47	45	0	0	0	0
	point173	173	860	45	28	45	47	45	0	0	0	0
	point149	64	860	45	28	45	47	45	0	0	0	0
	point150	65										
EB 10	point151	66	860	45	28	45	47	45	0	0	0	0
	point182	182	860	45	28	45	47	45	0	0	0	0
	point181	181	860	45	28	45	47	45	0	0	0	0
	point180	180	860	45	28	45	47	45	0	0	0	0
	point179	179	860	45	28	45	47	45	0	0	0	0
	point152	67	860	45	28	45	47	45	0	0	0	0
	point153	68	860	45	28	45	47	45	0	0	0	0

	point154	69	860	45	28	45	47	45	0	0	0	0
	point155	70	860	45	28	45	47	45	0	0	0	0
	point156	71										
EB 11	point157	72	860	45	28	45	47	45	0	0	0	0
	point158	73	860	45	28	45	47	45	0	0	0	0
	point160	75										
EB 12	point161	76	984	45	32	45	54	45	0	0	0	0
	point162	77	984	45	32	45	54	45	0	0	0	0
	point328	328	984	45	32	45	54	45	0	0	0	0
	point163	78	984	45	32	45	54	45	0	0	0	0
	point164	79	984	45	32	45	54	45	0	0	0	0
	point183	183										
EB 13	point176	91	1237	45	40	45	67	45	0	0	0	0
	point226	226	1237	45	40	45	67	45	0	0	0	0
	point225	225	1237	45	40	45	67	45	0	0	0	0
	point224	224	1237	45	40	45	67	45	0	0	0	0
	point223	223	1237	45	40	45	67	45	0	0	0	0
	point222	222	1237	45	40	45	67	45	0	0	0	0
	point221	221	1237	45	40	45	67	45	0	0	0	0
	point220	220	1237	45	40	45	67	45	0	0	0	0
	point219	219	1237	45	40	45	67	45	0	0	0	0
	point218	218	1237	45	40	45	67	45	0	0	0	0
	point217	217	1237	45	40	45	67	45	0	0	0	0
	point216	216	1237	45	40	45	67	45	0	0	0	0
	point215	215	1237	45	40	45	67	45	0	0	0	0
	point214	214	1237	45	40	45	67	45	0	0	0	0
	point213	213	1237	45	40	45	67	45	0	0	0	0
	point212	212	1237	45	40	45	67	45	0	0	0	0
	point211	211	1237	45	40	45	67	45	0	0	0	0
	point210	210	1237	45	40	45	67	45	0	0	0	0
	point209	209	1237	45	40	45	67	45	0	0	0	0
	point208	208	1237	45	40	45	67	45	0	0	0	0
	point207	207	1237	45	40	45	67	45	0	0	0	0
	point206	206	1237	45	40	45	67	45	0	0	0	0
	point205	205	1237	45	40	45	67	45	0	0	0	0
	point204	204	1237	45	40	45	67	45	0	0	0	0

	point203	203	1237	45	40	45	67	45	0	0	0	0
	point202	202	1237	45	40	45	67	45	0	0	0	0
	point201	201	1237	45	40	45	67	45	0	0	0	0
	point200	200	1237	45	40	45	67	45	0	0	0	0
	point199	199	1237	45	40	45	67	45	0	0	0	0
	point198	198	1237	45	40	45	67	45	0	0	0	0
	point197	197	1237	45	40	45	67	45	0	0	0	0
	point196	196	1237	45	40	45	67	45	0	0	0	0
	point195	195	1237	45	40	45	67	45	0	0	0	0
	point194	194	1237	45	40	45	67	45	0	0	0	0
	point193	193	1237	45	40	45	67	45	0	0	0	0
	point192	192	1237	45	40	45	67	45	0	0	0	0
	point191	191	1237	45	40	45	67	45	0	0	0	0
	point190	190	1237	45	40	45	67	45	0	0	0	0
	point189	189	1237	45	40	45	67	45	0	0	0	0
	point188	188	1237	45	40	45	67	45	0	0	0	0
	point187	187	1237	45	40	45	67	45	0	0	0	0
	point186	186	1237	45	40	45	67	45	0	0	0	0
	point227	227	1237	45	40	45	67	45	0	0	0	0
	point185	185	1237	45	40	45	67	45	0	0	0	0
	point184	184										
EB 14	point178	93	1237	45	40	45	67	45	0	0	0	0
	point179	94										
EB 15	point180	95	1237	45	40	45	67	45	0	0	0	0
	point185	99										
WB 1	point186	100	515	45	17	45	28	45	0	0	0	0
	point329	329	515	45	17	45	28	45	0	0	0	0
	point188	102	515	45	17	45	28	45	0	0	0	0
	point189	103	515	45	17	45	28	45	0	0	0	0
	point190	104	515	45	17	45	28	45	0	0	0	0
	point191	105										
WB 2	point192	106	511	45	17	45	28	45	0	0	0	0
	point193	107										
WB 3	point194	108	511	45	17	45	28	45	0	0	0	0
	point196	110										
WB 4	point197	111	511	45	17	45	28	45	0	0	0	0

	point198	112										
WB 5	point199	113	658	45	21	45	36	45	0	0	0	0
	point271	271	658	45	21	45	36	45	0	0	0	0
	point270	270	658	45	21	45	36	45	0	0	0	0
	point269	269	658	45	21	45	36	45	0	0	0	0
	point268	268	658	45	21	45	36	45	0	0	0	0
	point267	267	658	45	21	45	36	45	0	0	0	0
	point266	266	658	45	21	45	36	45	0	0	0	0
	point265	265	658	45	21	45	36	45	0	0	0	0
	point264	264	658	45	21	45	36	45	0	0	0	0
	point263	263	658	45	21	45	36	45	0	0	0	0
	point262	262	658	45	21	45	36	45	0	0	0	0
	point261	261	658	45	21	45	36	45	0	0	0	0
	point260	260	658	45	21	45	36	45	0	0	0	0
	point259	259	658	45	21	45	36	45	0	0	0	0
	point258	258	658	45	21	45	36	45	0	0	0	0
	point257	257	658	45	21	45	36	45	0	0	0	0
	point256	256	658	45	21	45	36	45	0	0	0	0
	point255	255	658	45	21	45	36	45	0	0	0	0
	point254	254	658	45	21	45	36	45	0	0	0	0
	point253	253	658	45	21	45	36	45	0	0	0	0
	point252	252	658	45	21	45	36	45	0	0	0	0
	point251	251	658	45	21	45	36	45	0	0	0	0
	point250	250	658	45	21	45	36	45	0	0	0	0
	point249	249	658	45	21	45	36	45	0	0	0	0
	point248	248	658	45	21	45	36	45	0	0	0	0
	point247	247	658	45	21	45	36	45	0	0	0	0
	point246	246	658	45	21	45	36	45	0	0	0	0
	point245	245	658	45	21	45	36	45	0	0	0	0
	point244	244	658	45	21	45	36	45	0	0	0	0
	point243	243	658	45	21	45	36	45	0	0	0	0
	point242	242	658	45	21	45	36	45	0	0	0	0
	point241	241	658	45	21	45	36	45	0	0	0	0
	point240	240	658	45	21	45	36	45	0	0	0	0
	point239	239	658	45	21	45	36	45	0	0	0	0
	point238	238	658	45	21	45	36	45	0	0	0	0

	point237	237	658	45	21	45	36	45	0	0	0	0
	point236	236	658	45	21	45	36	45	0	0	0	0
	point235	235	658	45	21	45	36	45	0	0	0	0
	point234	234	658	45	21	45	36	45	0	0	0	0
	point233	233	658	45	21	45	36	45	0	0	0	0
	point200	114	658	45	21	45	36	45	0	0	0	0
	point201	115	658	45	21	45	36	45	0	0	0	0
	point202	116	658	45	21	45	36	45	0	0	0	0
	point203	117	658	45	21	45	36	45	0	0	0	0
	point204	118	658	45	21	45	36	45	0	0	0	0
	point205	119	658	45	21	45	36	45	0	0	0	0
	point206	120	658	45	21	45	36	45	0	0	0	0
	point207	121	658	45	21	45	36	45	0	0	0	0
	point208	122	658	45	21	45	36	45	0	0	0	0
	point209	123	658	45	21	45	36	45	0	0	0	0
	point210	124	658	45	21	45	36	45	0	0	0	0
	point211	125	658	45	21	45	36	45	0	0	0	0
	point212	126	658	45	21	45	36	45	0	0	0	0
	point213	127	658	45	21	45	36	45	0	0	0	0
	point214	128	658	45	21	45	36	45	0	0	0	0
	point215	129										
WB 6	point327	327	621	45	20	45	34	45	0	0	0	0
	point220	134	621	45	20	45	34	45	0	0	0	0
	point225	139	621	45	20	45	34	45	0	0	0	0
	point226	140	621	45	20	45	34	45	0	0	0	0
	point227	141										
WB 7	point228	142	621	45	20	45	34	45	0	0	0	0
	point283	283	621	45	20	45	34	45	0	0	0	0
	point282	282	621	45	20	45	34	45	0	0	0	0
	point281	281	621	45	20	45	34	45	0	0	0	0
	point280	280	621	45	20	45	34	45	0	0	0	0
	point279	279	621	45	20	45	34	45	0	0	0	0
	point278	278	621	45	20	45	34	45	0	0	0	0
	point277	277	621	45	20	45	34	45	0	0	0	0
	point276	276	621	45	20	45	34	45	0	0	0	0
	point275	275	621	45	20	45	34	45	0	0	0	0

	point274	274	621	45	20	45	34	45	0	0	0	0
	point284	284	621	45	20	45	34	45	0	0	0	0
	point273	273	621	45	20	45	34	45	0	0	0	0
	point229	143										
WB 8	point231	145	621	45	20	45	34	45	0	0	0	0
	point290	290	621	45	20	45	34	45	0	0	0	0
	point289	289	621	45	20	45	34	45	0	0	0	0
	point288	288	621	45	20	45	34	45	0	0	0	0
	point287	287	621	45	20	45	34	45	0	0	0	0
	point286	286	621	45	20	45	34	45	0	0	0	0
	point285	285	621	45	20	45	34	45	0	0	0	0
	point232	146	621	45	20	45	34	45	0	0	0	0
	point233	147										
WB 9	point234	148	534	45	17	45	29	45	0	0	0	0
	point295	295	534	45	17	45	29	45	0	0	0	0
	point294	294	534	45	17	45	29	45	0	0	0	0
	point293	293	534	45	17	45	29	45	0	0	0	0
	point292	292	534	45	17	45	29	45	0	0	0	0
	point291	291	534	45	17	45	29	45	0	0	0	0
	point235	149										
WB 11	point236	150	534	45	17	45	29	45	0	0	0	0
	point237	151										
WB 10	point238	152	534	45	17	45	29	45	0	0	0	0
	point299	299	534	45	17	45	29	45	0	0	0	0
	point298	298	534	45	17	45	29	45	0	0	0	0
	point297	297	534	45	17	45	29	45	0	0	0	0
	point296	296	534	45	17	45	29	45	0	0	0	0
	point239	153										
WB 12	point240	154	534	45	17	45	29	45	0	0	0	0
	point241	155										
WB 13	point242	156	534	45	17	45	29	45	0	0	0	0
	point243	157	534	45	17	45	29	45	0	0	0	0
	point244	158										
WB 14	point245	159	529	45	17	45	29	45	0	0	0	0
	point301	301	529	45	17	45	29	45	0	0	0	0
	point300	300	529	45	17	45	29	45	0	0	0	0

	point246	160										
EB 16	point228	228	1858	45	61	45	101	45	0	0	0	0
	point229	229	1858	45	61	45	101	45	0	0	0	0
	point230	230	1858	45	61	45	101	45	0	0	0	0
	point231	231	1858	45	61	45	101	45	0	0	0	0
	point232	232										
WB 15	point304	304	791	45	26	45	43	45	0	0	0	0
	point305	305	791	45	26	45	43	45	0	0	0	0
	point306	306	791	45	26	45	43	45	0	0	0	0
	point307	307										
PropCL Midlothian - SB	point311	311	1279	45	42	45	70	45	0	0	0	0
	point312	312	1279	45	42	45	70	45	0	0	0	0
	point313	313	1279	45	42	45	70	45	0	0	0	0
	point314	314	1279	45	42	45	70	45	0	0	0	0
	point315	315	1279	45	42	45	70	45	0	0	0	0
	point316	316	1279	45	42	45	70	45	0	0	0	0
	point317	317	1279	45	42	45	70	45	0	0	0	0
	point318	318										
N EB1	point330	334	915	45	30	45	50	45	0	0	0	0
	point331	338	915	45	30	45	50	45	0	0	0	0
	point332	339	915	45	30	45	50	45	0	0	0	0
	point333	340	915	45	30	45	50	45	0	0	0	0
	point334	341	915	45	30	45	50	45	0	0	0	0
	point335	335										
N EB2	point336	336	1196	45	39	45	65	45	0	0	0	0
	point337	342	1196	45	39	45	65	45	0	0	0	0
	point338	343	1196	45	39	45	65	45	0	0	0	0
	point339	344	1196	45	39	45	65	45	0	0	0	0
	point340	345	1196	45	39	45	65	45	0	0	0	0
	point341	346	1196	45	39	45	65	45	0	0	0	0
	point342	347	1196	45	39	45	65	45	0	0	0	0
	point343	337										
N WB1	point351	348	1191	45	39	45	65	45	0	0	0	0
	point352	350	1191	45	39	45	65	45	0	0	0	0
	point353	351	1191	45	39	45	65	45	0	0	0	0
	point354	352	1191	45	39	45	65	45	0	0	0	0

	point355	353	1191	45	39	45	65	45	0	0	0	0
	point356	354	1191	45	39	45	65	45	0	0	0	0
	point357	355	1191	45	39	45	65	45	0	0	0	0
	point358	349										
N WB2	point359	356	984	45	32	45	54	45	0	0	0	0
	point360	358	984	45	32	45	54	45	0	0	0	0
	point361	359	984	45	32	45	54	45	0	0	0	0
	point362	360	984	45	32	45	54	45	0	0	0	0
	point363	361	984	45	32	45	54	45	0	0	0	0
	point364	362	984	45	32	45	54	45	0	0	0	0
	point365	357										
IL176 EB	point366	363	607	45	20	45	33	45	0	0	0	0
	point367	371	607	45	20	45	33	45	0	0	0	0
	point368	372	607	45	20	45	33	45	0	0	0	0
	point369	373	607	45	20	45	33	45	0	0	0	0
	point370	374	607	45	20	45	33	45	0	0	0	0
	point371	375	607	45	20	45	33	45	0	0	0	0
	point372	364										
IL176 WB	point373	365	446	45	15	45	24	45	0	0	0	0
	point374	367	446	45	15	45	24	45	0	0	0	0
	point375	368	446	45	15	45	24	45	0	0	0	0
	point376	369	446	45	15	45	24	45	0	0	0	0
	point377	370	446	45	15	45	24	45	0	0	0	0
	point378	366										
IL83 NB	point379	376	736	45	24	45	40	45	0	0	0	0
	point380	378	736	45	24	45	40	45	0	0	0	0
	point381	379	736	45	24	45	40	45	0	0	0	0
	point382	380	736	45	24	45	40	45	0	0	0	0
	point383	381	736	45	24	45	40	45	0	0	0	0
	point384	377										
IL83 SB	point385	382	630	45	21	45	34	45	0	0	0	0
	point386	384	630	45	21	45	34	45	0	0	0	0
	point387	385	630	45	21	45	34	45	0	0	0	0
	point388	386	630	45	21	45	34	45	0	0	0	0
	point389	387	630	45	21	45	34	45	0	0	0	0
	point390	383										

SCHANK NB	point391	388	506	45	17	45	28	45	0	0	0	0
	point392	390	506	45	17	45	28	45	0	0	0	0
	point393	391	506	45	17	45	28	45	0	0	0	0
	point394	392	506	45	17	45	28	45	0	0	0	0
	point395	393	506	45	17	45	28	45	0	0	0	0
	point396	394	506	45	17	45	28	45	0	0	0	0
	point397	395	506	45	17	45	28	45	0	0	0	0
	point398	389										
SCHANK SB	point399	396	377	45	12	45	21	45	0	0	0	0
	point400	398	377	45	12	45	21	45	0	0	0	0
	point401	399	377	45	12	45	21	45	0	0	0	0
	point402	400	377	45	12	45	21	45	0	0	0	0
	point403	401	377	45	12	45	21	45	0	0	0	0
	point404	402	377	45	12	45	21	45	0	0	0	0
	point405	403	377	45	12	45	21	45	0	0	0	0
	point406	404	377	45	12	45	21	45	0	0	0	0
	point407	397										
MH WB15	point405	405	791	45	26	45	43	45	0	0	0	0
	point415	415	791	45	26	45	43	45	0	0	0	0
	point416	416	791	45	26	45	43	45	0	0	0	0
	point417	417	791	45	26	45	43	45	0	0	0	0
	point418	418	791	45	26	45	43	45	0	0	0	0
	point419	419	791	45	26	45	43	45	0	0	0	0
	point420	420	791	45	26	45	43	45	0	0	0	0
	point406	406										
MH EB1	point407	407	966	45	32	45	53	45	0	0	0	0
	point409	409	966	45	32	45	53	45	0	0	0	0
	point410	410	966	45	32	45	53	45	0	0	0	0
	point411	411	966	45	32	45	53	45	0	0	0	0
	point412	412	966	45	32	45	53	45	0	0	0	0
	point413	413	966	45	32	45	53	45	0	0	0	0
	point414	414	966	45	32	45	53	45	0	0	0	0
	point408	408										

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed With Bridge Over RR W/Barriers

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	36	6	1,064,531.1	2,041,842.1	816.81	4.92	0.00	66	10.0	8.0	Y
R2	37	10	1,064,676.4	2,041,965.4	835.22	4.92	0.00	66	10.0	8.0	Y
R3	38	1	1,065,291.0	2,041,091.8	830.65	4.92	61.70	66	10.0	8.0	Y
R4	39	14	1,065,721.8	2,040,119.8	814.58	4.92	61.00	66	10.0	8.0	Y
R5	40	30	1,065,488.2	2,040,749.0	811.09	4.92	0.00	66	10.0	8.0	Y
R6	41	16	1,067,356.5	2,037,829.0	788.52	4.92	62.30	66	10.0	8.0	Y
R7	42	31	1,067,726.4	2,037,685.1	783.68	4.92	0.00	66	10.0	8.0	Y
R8	43	1	1,068,237.8	2,036,742.1	774.58	4.92	63.40	66	10.0	8.0	Y
R9	44	2	1,068,507.9	2,036,022.0	769.14	4.92	53.30	66	10.0	8.0	Y
R10	45	1	1,068,508.0	2,035,600.5	771.25	4.92	58.50	66	10.0	8.0	Y
R11	46	1	1,069,220.8	2,034,591.1	774.38	4.92	58.20	66	10.0	8.0	Y
R12	47	8	1,069,624.2	2,034,504.1	766.34	4.92	64.30	66	10.0	8.0	Y
R13	48	12	1,069,872.8	2,033,735.4	774.14	4.92	0.00	66	10.0	8.0	Y
R14	49	1	1,070,214.5	2,033,125.5	758.78	4.92	59.50	66	10.0	8.0	Y
R15	50	6	1,070,491.2	2,033,063.8	762.87	4.92	0.00	66	10.0	8.0	Y
R16	51	1	1,070,411.6	2,032,702.0	753.84	4.92	55.70	66	10.0	8.0	Y
R17	52	8	1,070,906.4	2,032,737.8	741.51	4.92	0.00	66	10.0	8.0	Y
R18	53	6	1,071,201.0	2,032,418.4	747.56	4.92	60.90	66	10.0	8.0	Y
R19	54	18	1,070,836.6	2,032,488.5	768.67	4.92	0.00	66	10.0	8.0	Y
R20	55	11	1,071,623.5	2,032,050.8	769.25	4.92	0.00	66	10.0	8.0	Y
R21	56	9	1,072,551.9	2,031,222.4	763.04	4.92	67.00	66	10.0	8.0	Y
R22	57	22	1,072,668.5	2,031,333.2	767.82	4.92	63.40	66	10.0	8.0	Y

R23	58	1	1,073,055.4	2,031,104.1	763.93	4.92	0.00	66	10.0	8.0	Y
R24	59	1	1,073,329.9	2,030,928.5	763.32	4.92	0.00	66	10.0	8.0	Y
R25	60	1	1,073,525.8	2,030,841.0	762.79	4.92	59.30	66	10.0	8.0	Y
R26	61	3	1,074,243.4	2,030,044.5	761.16	4.92	0.00	66	10.0	8.0	Y
R27	62	1	1,062,951.0	2,044,616.8	842.42	4.92	0.00	66	10.0	8.0	Y
R28	63	1	1,063,195.9	2,044,607.8	842.25	4.92	0.00	66	10.0	8.0	Y
R29	64	1	1,063,177.6	2,044,234.2	843.85	4.92	0.00	66	10.0	8.0	Y
R30	65	1	1,063,127.1	2,043,822.9	846.82	4.92	0.00	66	10.0	8.0	Y
R31	66	3	1,062,354.1	2,043,743.6	862.16	4.92	0.00	66	10.0	8.0	Y
R32	67	3	1,062,663.5	2,043,657.2	861.06	4.92	0.00	66	10.0	8.0	Y
R33	68	8	1,068,520.4	2,037,007.8	778.45	4.92	0.00	66	10.0	8.0	Y
R2-Planned	69	11	1,064,117.0	2,042,828.0	834.20	4.92	0.00	66	10.0	8.0	Y

IDOT				**5 June 2017**	
J Reichel				**TNM 2.5**	
INPUT: TREE ZONES					
PROJECT/CONTRACT:	**IL 60/83**				
RUN:	**Proposed With Bridge Over RR W/Barriers**				
Tree Zone		**Points**			
Name	**Average**	**No.**	**Coordinates (ground)**		
	Height		**X**	**Y**	**Z**
	ft		ft	ft	ft
Tree Zone3	20.00	4	1,065,588.9	2,040,548.2	818.70
		5	1,065,837.6	2,040,180.6	815.30
		6	1,066,078.8	2,039,810.2	815.50
Tree Zone4	20.00	10	1,067,124.6	2,038,164.6	793.40
		11	1,067,281.4	2,037,974.8	790.90
		12	1,067,454.2	2,037,784.2	788.30
Tree Zone5	20.00	13	1,067,515.2	2,037,721.4	787.50
		14	1,067,748.4	2,037,453.4	783.80
		15	1,067,926.8	2,037,237.2	781.70
		16	1,068,060.4	2,037,053.6	782.20
Tree Zone6	20.00	17	1,067,410.0	2,038,010.4	785.40
		18	1,067,459.2	2,037,943.8	788.10
		19	1,067,538.1	2,037,857.5	788.20
Tree Zone7	20.00	20	1,067,611.2	2,037,823.2	786.70
		21	1,067,617.4	2,037,774.9	786.10
		22	1,067,783.8	2,037,587.8	783.40
		23	1,067,619.6	2,037,776.1	785.80
Tree Zone8	20.00	24	1,068,647.4	2,036,049.2	769.20
		25	1,068,571.5	2,036,129.1	770.90
		26	1,068,583.2	2,036,135.4	771.40
Tree Zone9	20.00	27	1,069,589.4	2,034,486.9	767.30
		28	1,069,687.0	2,034,310.8	765.40
		29	1,069,750.5	2,034,331.8	765.00
		30	1,069,696.8	2,034,333.9	765.50

Tree Zone12	30.00	38	1,070,313.8	2,033,117.2	761.50
		39	1,070,579.5	2,032,776.2	761.90
		40	1,070,517.2	2,032,747.8	756.00
		41	1,070,512.8	2,032,812.1	754.90
		42	1,070,260.8	2,033,118.1	756.40
Tree Zone13	20.00	43	1,070,534.9	2,032,972.8	760.30
		44	1,070,649.0	2,032,839.5	764.50
		45	1,070,582.6	2,032,907.8	761.50
Tree Zone14	20.00	46	1,071,114.5	2,032,407.8	752.40
		47	1,071,258.9	2,032,296.8	761.60
		48	1,071,179.0	2,032,351.9	756.80
Tree Zone15	20.00	49	1,071,304.4	2,032,135.1	768.70
		50	1,071,494.8	2,032,006.9	770.90
		51	1,071,476.2	2,031,973.5	770.10
		52	1,071,483.8	2,032,001.2	770.80
Tree Zone16	25.00	53	1,072,008.0	2,031,750.2	768.90
		54	1,072,122.6	2,031,675.8	770.00
		55	1,072,073.5	2,031,747.1	768.80
Tree Zone17	20.00	56	1,072,163.8	2,031,653.1	768.50
		57	1,072,237.4	2,031,604.4	768.40
		58	1,072,195.2	2,031,640.5	768.70
Tree Zone18	20.00	59	1,073,910.4	2,030,112.0	759.30
		60	1,074,027.6	2,030,290.1	758.10
		61	1,074,185.2	2,030,181.5	760.00
		62	1,074,171.4	2,030,086.8	760.80
		63	1,074,141.4	2,030,179.0	760.20
		64	1,074,030.5	2,030,259.9	761.10
		65	1,073,930.4	2,030,104.8	759.60
Tree Zone8a	20.00	66	1,068,370.6	2,035,943.8	767.00
		67	1,068,385.9	2,035,945.4	767.50
		68	1,068,406.8	2,036,022.9	768.10
		69	1,068,533.2	2,036,096.6	769.10
		70	1,068,527.9	2,036,104.9	769.50
		71	1,068,388.6	2,036,027.8	767.80

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed With Bridge Over RF

Building Row Name	Average Height	Building Percent	Points No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
Building1	15.00	80	1	1,068,518.6	2,036,059.5	769.90
			2	1,068,564.2	2,035,993.2	769.50
Building2	15.00	80	3	1,068,609.6	2,035,935.8	768.70
			4	1,068,499.9	2,035,874.6	769.50
Building3	15.00	80	5	1,069,198.8	2,034,828.0	778.50
			6	1,069,246.5	2,034,734.1	778.00
			7	1,069,106.9	2,034,657.6	776.60
Building4	15.00	80	8	1,069,230.8	2,034,608.5	774.50
			9	1,069,229.9	2,034,471.6	774.20
Building5	15.00	80	10	1,070,203.2	2,033,231.5	758.10
			11	1,070,218.6	2,033,208.2	758.10
			12	1,070,190.5	2,033,185.4	758.70
Building6	15.00	80	13	1,070,182.5	2,033,154.5	754.40
			14	1,070,223.6	2,033,185.4	758.50
			15	1,070,253.2	2,033,144.2	760.60
			16	1,070,237.0	2,033,132.2	758.70
Building7	25.00	80	17	1,070,705.8	2,032,881.1	760.00
			18	1,070,707.6	2,032,814.2	760.50
			19	1,070,748.6	2,032,771.8	760.10
			20	1,070,823.9	2,032,766.5	745.40
Building8	25.00	80	21	1,070,825.4	2,032,741.5	745.10
			22	1,070,806.8	2,032,720.4	750.00
			23	1,070,922.4	2,032,603.8	752.20
Building9	15.00	80	24	1,072,529.4	2,031,275.2	763.70

			25	1,072,592.5	2,031,226.6	762.90
Building10	15.00	80	26	1,073,302.5	2,030,914.2	763.70
			27	1,073,360.5	2,030,867.0	764.30
Building11	15.00	80	28	1,073,430.1	2,030,957.8	759.70
			29	1,073,432.8	2,030,886.8	761.30
			30	1,073,456.1	2,030,819.0	763.90
			31	1,073,530.5	2,030,764.9	763.50
Building12	15.00	80	32	1,074,034.0	2,030,214.8	762.30
			33	1,074,082.4	2,030,175.5	762.00

IDOT 5 June 2017
J Reichel TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed With Bridge Over RR W/Barriers

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z	at Point	Seg Ht Incre-ment	Perturbs #Up	#Dn	On Struct?	Important Reflec-tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier 2	W	0.00	99.99	25.00				0.00	point4	4	1,065,349.8	2,040,718.4	814.13	10.50	2.00	2	2		
									point5	5	1,066,689.2	2,038,720.8	815.36	10.50					
Barrier 1	W	0.00	99.99	25.00				0.00	point35	35	1,064,499.5	2,042,209.1	826.19	11.00	2.00	2	2		
									point36	36	1,064,579.5	2,042,084.4	827.55	11.00	2.00	2	2		
									point37	37	1,064,728.9	2,041,857.5	831.53	11.00	2.00	2	2		
									point38	38	1,064,841.0	2,041,688.8	834.78	11.00	2.00	2	2		
									point39	39	1,064,948.9	2,041,522.9	836.54	11.00	2.00	2	2		
									point40	40	1,065,028.8	2,041,401.9	835.91	11.00	2.00	2	2		
									point41	41	1,065,034.0	2,041,392.0	835.91	11.00	2.00	2	2		
									point42	42	1,065,034.1	2,041,392.8	835.91	11.00	2.00	2	2		
									point43	43	1,065,034.4	2,041,392.8	835.91	11.00					
Barrier 3	W	0.00	99.99	25.00				0.00	point44	44	1,065,210.4	2,041,139.0	830.40	11.50	2.00	2	2		
									point45	45	1,065,288.0	2,041,023.0	827.63	11.50	2.00	2	2		
									point46	46	1,065,337.8	2,040,947.2	824.85	11.50					
Barrier 4	W	0.00	99.99	25.00				0.00	point47	47	1,067,022.9	2,038,289.6	795.54	10.50	2.00	2	2		
									point48	48	1,067,122.1	2,038,169.5	794.16	10.50	2.00	2	2		
									point49	49	1,067,255.8	2,038,017.8	792.33	10.50	2.00	2	2		
									point50	50	1,067,390.4	2,037,866.0	790.50	10.50	2.00	2	2		
									point51	51	1,067,453.6	2,037,795.6	789.59	10.50	2.00	2	2		
									point52	52	1,067,463.5	2,037,780.2	789.40	10.50					
Barrier 4-5	W	0.00	99.99	25.00				0.00	point53	53	1,067,523.4	2,037,714.8	788.76	10.50	2.00	2	2		
									point54	54	1,067,532.4	2,037,703.5	788.67	10.50	2.00	2	2		
									point55	55	1,067,652.4	2,037,566.1	787.76	10.50	2.00	2	2		
									point56	56	1,067,751.4	2,037,453.4	785.50	10.50	2.00	2	2		
									point57	57	1,067,844.4	2,037,340.0	782.41	10.50	2.00	2	2		
									point58	58	1,067,912.1	2,037,258.9	784.17	10.50	2.00	2	2		
									point59	59	1,068,029.8	2,037,104.0	781.53	10.50	2.00	2	0		
									point200-gap	200	1,068,099.0	2,037,005.6	780.65	0.00	0.00	0	0		
									point201-gap	201	1,068,111.1	2,036,986.1	780.21	0.00	0.00	0	0		
									point60	60	1,068,147.4	2,036,929.4	779.77	10.50	2.00	2	2		
									point61	61	1,068,303.4	2,036,686.9	777.04	10.50	2.00	2	2		
									point62	62	1,068,446.1	2,036,434.4	774.49	10.50					
Barrier 6	W	0.00	99.99	25.00				0.00	point63	63	1,066,960.8	2,038,574.6	797.18	10.50	2.00	2	2		
									point64	64	1,067,161.8	2,038,319.1	795.08	10.50	2.00	2	2		
									point65	65	1,067,344.5	2,038,088.4	792.33	10.50	2.00	2	2		

									point66	66	1,067,525.4	2,037,860.0	789.50	10.50	2.00	2	2		
									point67	67	1,067,546.8	2,037,847.4	789.50	10.50					
Barrier 6a	W	0.00	99.99	25.00				0.00	point68	68	1,067,605.5	2,037,793.0	788.67	10.50	2.00	2	2		
									point69	69	1,067,607.1	2,037,773.6	788.67	10.50	2.00	2	2		
									point70	70	1,067,733.6	2,037,633.5	786.75	10.50	2.00	2	2		
									point71	71	1,067,862.6	2,037,482.8	785.05	10.50	2.00	2	2		
									point72	72	1,067,958.5	2,037,366.6	783.73	10.50	2.00	2	2		
									point73	73	1,068,076.2	2,037,213.5	781.97	10.50					
Barrier 8	W	0.00	99.99	25.00				0.00	point80	80	1,072,975.4	2,031,119.0	793.68	10.50	2.00	2	2		
									point81	81	1,073,022.0	2,031,087.9	792.50	10.50	2.00	2	2		
									point82	82	1,073,106.1	2,031,031.6	789.53	10.50	2.00	2	2		
									point83	83	1,073,191.5	2,030,974.6	785.35	10.50	2.00	2	2		
									point84	84	1,073,275.0	2,030,918.4	779.92	10.50					
Barrier 9	W	0.00	99.99	25.00				0.00	point101	101	1,065,600.6	2,040,902.0	826.31	12.50	2.00	2	2		
									point102	102	1,065,443.9	2,040,818.9	822.93	12.50	2.00	2	2		
									point103	103	1,065,436.8	2,040,773.8	822.03	12.50	2.00	2	2		
									point104	104	1,065,714.6	2,040,346.2	816.40	12.50	2.00	2	2		
									point105	105	1,065,990.1	2,039,928.2	813.38	12.50	2.00	2	2		
									point106	106	1,066,265.6	2,039,517.5	808.80	12.50	2.00	2	2		
									point107	107	1,066,641.2	2,038,968.2	802.40	12.50					
Barrier 10	W	0.00	99.99	25.00				0.00	point108	108	1,074,009.8	2,030,304.9	757.80	12.50	2.00	2	2		
									point109	109	1,074,363.2	2,030,062.2	753.13	12.50					
Barrier 11	W	0.00	99.99	25.00				0.00	point120	120	1,063,145.8	2,044,270.8	847.45	10.50	2.00	2	2		
									point121	121	1,063,252.1	2,044,109.8	844.48	10.50					
Barrier 12	W	0.00	99.99	25.00				0.00	point122	122	1,062,327.0	2,043,734.0	862.71	11.50	2.00	2	0		
									point198-gap	198	1,062,418.6	2,043,737.9	861.01	0.00	0.00	0	0		
									point199-gap	199	1,062,458.5	2,043,739.6	859.30	0.00	0.00	0	0		
									point123	123	1,062,564.0	2,043,746.0	857.60	11.50	2.00	2	2		
									point124	124	1,062,755.5	2,044,021.6	851.72	11.50					
Barrier 13	W	0.00	99.99	25.00				0.00	point125	125	1,062,188.8	2,043,661.0	863.52	12.50	2.00	2	2		
									point127	127	1,062,340.5	2,043,666.4	860.75	12.50	2.00	2	2		
									point128	128	1,062,492.2	2,043,671.8	857.60	12.50	2.00	2	2		
									point129	129	1,062,644.0	2,043,677.0	855.50	12.50	2.00	2	2		
									point126	126	1,062,795.8	2,043,682.4	852.34	12.50					
Barrier 14A	W	0.00	99.99	25.00				0.00	point130	130	1,069,194.4	2,035,246.1	775.18	11.50	2.00	2	2		
									point182	182	1,069,237.1	2,035,166.5	776.63	11.50	2.00	2	2		
									point131	131	1,069,279.9	2,035,086.8	777.25	11.50					
Barrier 14B	W	0.00	99.99	25.00				0.00	point132	132	1,069,425.2	2,034,811.8	774.24	11.50	2.00	2	2		
									point133	133	1,069,487.5	2,034,695.8	772.40	11.50					
Barrier 14C	W	0.00	99.99	25.00				0.00	point134	134	1,069,516.1	2,034,642.5	770.56	11.50	2.00	2	2		
									point135	135	1,069,579.9	2,034,523.6	768.73	11.50					
Barrier 14D	W	0.00	99.99	25.00				0.00	point136	136	1,069,602.1	2,034,482.2	767.84	11.50	2.00	2	2		
									point183	183	1,069,650.0	2,034,409.2	766.58	11.50	2.00	2	2		
									point137	137	1,069,697.9	2,034,336.4	766.03	11.50					
Barrier 15A	W	0.00	99.99	25.00				0.00	point138	138	1,069,410.1	2,034,653.8	772.40	11.50	2.00	2	2		
									point139	139	1,069,456.2	2,034,568.1	770.56	11.50					
Barrier 15B	W	0.00	99.99	25.00				0.00	point140	140	1,069,519.1	2,034,450.8	767.84	11.50	2.00	2	2		
									point141	141	1,069,535.1	2,034,421.0	767.12	11.50					
Barrier 15C	W	0.00	99.99	25.00				0.00	point142	142	1,069,571.6	2,034,353.0	766.58	11.50	2.00	2	2		

									point143	143	1,069,612.5	2,034,276.8	766.03	11.50						
Barrier 15D	W	0.00	99.99	25.00				0.00	point144	144	1,069,644.5	2,034,217.2	766.03	11.50	2.00	2	2			
									point145	145	1,069,712.6	2,034,090.2	767.11	11.50						
Barrier 15E	W	0.00	99.99	25.00				0.00	point146	146	1,069,736.8	2,034,045.4	767.79	11.50	2.00	2	2			
									point147	147	1,069,765.5	2,033,991.6	768.96	11.50						
Barrier 15F	W	0.00	99.99	25.00				0.00	point148	148	1,069,783.9	2,033,957.2	768.96	11.50	2.00	2	2			
									point149	149	1,069,794.8	2,033,937.2	769.25	11.50						
Barrier 15G	W	0.00	99.99	25.00				0.00	point150	150	1,069,811.5	2,033,905.9	769.25	11.50	2.00	2	2			
									point151	151	1,069,824.8	2,033,881.1	769.33	11.50						
Barrier 15H	W	0.00	99.99	25.00				0.00	point152	152	1,069,864.4	2,033,810.9	768.87	11.50	2.00	2	2			
									point153	153	1,069,917.8	2,033,716.8	767.58	11.50						
Barrier 15I	W	0.00	99.99	25.00				0.00	point154	154	1,069,963.6	2,033,636.8	765.47	11.50	2.00	2	2			
									point155	155	1,070,036.8	2,033,518.2	762.56	11.50						
Barrier 16A	W	0.00	99.99	25.00				0.00	point156	156	1,069,918.2	2,033,891.9	769.20	11.50	2.00	2	2			
									point157	157	1,069,967.6	2,033,795.8	768.33	11.50						
Barrier 16B	W	0.00	99.99	25.00				0.00	point158	158	1,069,994.8	2,033,747.1	767.58	11.50	2.00	2	2			
									point159	159	1,070,070.2	2,033,618.8	764.11	11.50	2.00	2	2			
									point160	160	1,070,123.2	2,033,535.2	761.16	11.50						
Barrier 16C	W	0.00	99.99	25.00				0.00	point161	161	1,070,163.1	2,033,475.6	760.05	11.50	2.00	2	2			
									point162	162	1,070,288.9	2,033,300.2	758.80	11.50						
Barrier 16D	W	0.00	99.99	25.00				0.00	point163	163	1,070,327.9	2,033,247.9	759.19	11.50	2.00	2	2			
									point164	164	1,070,364.5	2,033,198.8	759.58	11.50						
Barrier 16E	W	0.00	99.99	25.00				0.00	point165	165	1,070,423.2	2,033,119.8	760.35	11.50	2.00	2	2			
									point166	166	1,070,479.5	2,033,044.5	761.13	11.50						
Barrier 16F	W	0.00	99.99	25.00				0.00	point167	167	1,070,521.2	2,032,988.2	761.62	11.50	2.00	2	2			
									point168	168	1,070,600.2	2,032,900.0	762.21	11.50	2.00	2	2			
									point169	169	1,070,660.0	2,032,831.0	761.68	11.50						
Barrier 17A	W	0.00	99.99	25.00				0.00	point170	170	1,070,856.1	2,032,507.8	754.04	11.50	2.00	2	2			
									point171	171	1,071,021.8	2,032,370.2	752.97	11.50						
Barrier 17B	W	0.00	99.99	25.00				0.00	point172	172	1,071,094.9	2,032,312.2	754.57	11.50	2.00	2	2			
									point173	173	1,071,264.5	2,032,178.9	761.77	11.50						
Barrier 17C	W	0.00	99.99	25.00				0.00	point174	174	1,071,350.5	2,032,113.1	767.62	11.50	2.00	2	2			
									point175	175	1,071,497.8	2,032,005.1	770.88	11.50						
Barrier 17D	W	0.00	99.99	25.00				0.00	point176	176	1,071,539.9	2,031,972.5	771.54	11.50	2.00	2	2			
									point177	177	1,071,627.2	2,031,909.9	771.13	11.50						
Barrier 17E	W	0.00	99.99	25.00				0.00	point178	178	1,071,831.8	2,031,767.9	769.38	11.50	2.00	2	2			
									point179	179	1,071,904.6	2,031,719.0	769.45	11.50						
Barrier 17F	W	0.00	99.99	25.00				0.00	point180	180	1,072,020.2	2,031,641.9	768.62	11.50	2.00	2	2			
									point181	181	1,072,076.8	2,031,604.1	768.74	11.50						
Barrier 18A	W	0.00	99.99	25.00				0.00	point184	184	1,071,305.0	2,032,251.1	761.77	11.50	2.00	2	2			
									point185	185	1,071,400.6	2,032,177.5	767.62	11.50						
Barrier 18B	W	0.00	99.99	25.00				0.00	point186	186	1,071,428.6	2,032,156.8	767.62	11.50	2.00	2	2			
									point187	187	1,071,469.4	2,032,126.2	769.01	11.50						
Barrier 18C	W	0.00	99.99	25.00				0.00	point188	188	1,071,497.5	2,032,105.4	770.10	11.50	2.00	2	2			
									point189	189	1,071,537.1	2,032,076.0	770.88	11.50						
Barrier 18D	W	0.00	99.99	25.00				0.00	point190	190	1,071,590.6	2,032,037.0	771.36	11.50	2.00	2	2			
									point191	191	1,071,619.4	2,032,016.2	771.54	11.50						
Barrier 18E	W	0.00	99.99	25.00				0.00	point192	192	1,071,764.2	2,031,913.8	770.57	11.50	2.00	2	2			
									point193	193	1,071,830.4	2,031,868.1	770.01	11.50						

Barrier 18F	W	0.00	99.99	25.00				0.00	point194	194	1,071,875.2	2,031,837.6	770.01	11.50	2.00	2	2		
									point195	195	1,071,951.4	2,031,786.6	769.45	11.50					
Barrier 18G	W	0.00	99.99	25.00				0.00	point196	196	1,071,981.2	2,031,766.6	769.17	11.50	2.00	2	2		
									point197	197	1,072,119.8	2,031,673.9	768.52	11.50					
Barrier1A	W	0.00	99.99	20.00				0.00	point215	215	1,064,500.5	2,042,209.4	829.50	11.00	2.00	2	2		
									point216	216	1,064,344.9	2,042,441.5	836.00	11.00	2.00	2	2		
									point218	218	1,064,291.8	2,042,526.2	836.03	11.00	2.00	2	2		
									point219	219	1,064,238.6	2,042,610.9	835.66	11.00	2.00	2	2		
									point220	220	1,064,185.5	2,042,695.6	831.40	11.00	2.00	2	2		
									point221	221	1,064,132.4	2,042,780.4	828.70	11.00	2.00	2	2		
									point222	222	1,064,079.2	2,042,865.1	825.44	11.00	2.00	2	2		
									point217	217	1,064,028.9	2,042,945.4	825.94	11.00					

IDOT 5 June 2017
J Reichel TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed With Bridge Over RR W/Barriers
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	36	6	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
R2	37	10	0.0	70.7	66	70.7	10	Snd Lvl	62.2	8.5	8	0.5
R3	38	1	61.7	68.1	66	6.4	10	Snd Lvl	63.3	4.8	8	-3.2
R4	39	14	61.0	69.7	66	8.7	10	Snd Lvl	58.9	10.8	8	2.8
R5	40	30	0.0	65.5	66	65.5	10	----	58.4	7.1	8	-0.9
R6	41	16	62.3	67.8	66	5.5	10	Snd Lvl	58.7	9.1	8	1.1
R7	42	31	0.0	67.3	66	67.3	10	Snd Lvl	55.5	11.8	8	3.8
R8	43	1	63.4	69.8	66	6.4	10	Snd Lvl	58.1	11.7	8	3.7
R9	44	2	53.3	60.1	66	6.8	10	----	60.0	0.1	8	-7.9
R10	45	1	58.5	62.8	66	4.3	10	----	62.8	0.0	8	-8.0
R11	46	1	58.2	57.0	66	-1.2	10	----	57.8	-0.8	8	-8.8
R12	47	8	64.3	69.8	66	5.5	10	Snd Lvl	66.5	3.3	8	-4.7
R13	48	12	0.0	71.8	66	71.8	10	Snd Lvl	67.3	4.5	8	-3.5
R14	49	1	59.5	64.3	66	4.8	10	----	64.3	0.0	8	-8.0
R15	50	6	0.0	71.3	66	71.3	10	Snd Lvl	67.2	4.1	8	-3.9
R16	51	1	55.7	60.0	66	4.3	10	----	59.8	0.2	8	-7.8
R17	52	8	0.0	58.6	66	58.6	10	----	58.5	0.1	8	-7.9
R18	53	6	60.9	64.2	66	3.3	10	----	64.1	0.1	8	-7.9
R19	54	18	0.0	72.0	66	72.0	10	Snd Lvl	70.4	1.6	8	-6.4
R20	55	11	0.0	69.6	66	69.6	10	Snd Lvl	67.9	1.7	8	-6.3
R21	56	9	67.0	64.9	66	-2.1	10	----	64.9	0.0	8	-8.0
R22	57	22	63.4	65.1	66	1.7	10	----	65.1	0.0	8	-8.0
R23	58	1	0.0	58.6	66	58.6	10	----	58.0	0.6	8	-7.4
R24	59	1	0.0	66.5	66	66.5	10	Snd Lvl	66.3	0.2	8	-7.8

R25	60	1	59.3	64.9	66	5.6	10	----	64.9	0.0	8	-8.0
R26	61	3	0.0	69.3	66	69.3	10	Snd Lvl	64.9	4.4	8	-3.6
R27	62	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
R28	63	1	0.0	63.8	66	63.8	10	----	63.7	0.1	8	-7.9
R29	64	1	0.0	74.7	66	74.7	10	Snd Lvl	60.2	14.5	8	6.5
R30	65	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
R31	66	3	0.0	70.7	66	70.7	10	Snd Lvl	63.3	7.4	8	-0.6
R32	67	3	0.0	71.1	66	71.1	10	Snd Lvl	61.3	9.8	8	1.8
R33	68	8	0.0	56.1	66	56.1	10	----	55.9	0.2	8	-7.8
R2-Planned	69	11	0.0	69.8	66	69.8	10	Snd Lvl	65.1	4.7	8	-3.3

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	250	-0.8	3.5	14.5
All Impacted	151	0.0	6.3	14.5
All that meet NR Goal	76	8.5	10.9	14.5

IDOT 5 June 2017
J Reichel TNM 2.5

RESULTS: BARRIER-SEGMENT DESCRIPTIONS
PROJECT/CONTRACT: IL 60/83
RUN: Proposed With Bridge Over RR W/Barriers
BARRIER DESIGN: INPUT HEIGHTS

Barriers		Segments										
Name	Type	Name	No.	Heights			Length	If Wall			If Berm	Cost
				First	Average	Second		Area	On	Important	Volume	
				Point		Point			Struc?	Reflections?		
				ft	ft	ft	ft	sq ft			cu yd	$
Barrier 2	W	point4	4	10.50	10.50	10.50	2405	25254				631353
Barrier 1	W	point35	35	11.00	11.00	11.00	148	1630				40754
		point36	36	11.00	11.00	11.00	272	2988				74699
		point37	37	11.00	11.00	11.00	203	2229				55716
		point38	38	11.00	11.00	11.00	198	2177				54414
		point39	39	11.00	11.00	11.00	145	1595				39871
		point40	40	11.00	11.00	11.00	11	123				3076
		point41	41	11.00	11.00	11.00	1	8				209
		point42	42	11.00	11.00	11.00	0	3				69
Barrier 3	W	point44	44	11.50	11.50	11.50	140	1605				40128
		point45	45	11.50	11.50	11.50	91	1042				26055
Barrier 4	W	point47	47	10.50	10.50	10.50	156	1636				40903
		point48	48	10.50	10.50	10.50	202	2123				53077
		point49	49	10.50	10.50	10.50	203	2130				53251
		point50	50	10.50	10.50	10.50	95	994				24838
		point51	51	10.50	10.50	10.50	18	192				4797
Barrier 4-5	W	point53	53	10.50	10.50	10.50	14	151				3782
		point54	54	10.50	10.50	10.50	182	1915				47882
		point55	55	10.50	10.50	10.50	150	1575				39387
		point56	56	10.50	10.50	10.50	147	1540				38493
		point57	57	10.50	10.50	10.50	106	1110				27745
		point58	58	10.50	10.50	10.50	194	2042				51051

		point59	59	10.50	5.25	0.00	120	632				15790
		point200-gap	200	0.00	0.00	0.00	0	0				0
		point201-gap	201	0.00	5.25	10.50	67	354				8838
		point60	60	10.50	10.50	10.50	288	3028				75690
		point61	61	10.50	10.50	10.50	290	3046				76140
Barrier 6	W	point63	63	10.50	10.50	10.50	325	3413				85335
		point64	64	10.50	10.50	10.50	294	3091				77267
		point65	65	10.50	10.50	10.50	291	3059				76473
		point66	66	10.50	10.50	10.50	25	261				6517
Barrier 6a	W	point68	68	10.50	10.50	10.50	19	204				5104
		point69	69	10.50	10.50	10.50	189	1982				49554
		point70	70	10.50	10.50	10.50	198	2083				52083
		point71	71	10.50	10.50	10.50	151	1581				39530
		point72	72	10.50	10.50	10.50	193	2028				50706
Barrier 8	W	point80	80	10.50	10.50	10.50	56	589				14716
		point81	81	10.50	10.50	10.50	101	1063				26565
		point82	82	10.50	10.50	10.50	103	1078				26947
		point83	83	10.50	10.50	10.50	101	1057				26428
Barrier 9	W	point101	101	12.50	12.50	12.50	177	2218				55446
		point102	102	12.50	12.50	12.50	46	571				14276
		point103	103	12.50	12.50	12.50	510	6373				159335
		point104	104	12.50	12.50	12.50	501	6258				156445
		point105	105	12.50	12.50	12.50	495	6182				154558
		point106	106	12.50	12.50	12.50	665	8318				207940
Barrier 10	W	point108	108	12.50	12.50	12.50	429	5359				133985
Barrier 11	W	point120	120	10.50	10.50	10.50	193	2026				50654
Barrier 12	W	point122	122	11.50	5.75	0.00	92	527				13183
		point198-gap	198	0.00	0.00	0.00	0	0				0
		point199-gap	199	0.00	5.75	11.50	106	608				15193
		point123	123	11.50	11.50	11.50	336	3860				96491
Barrier 13	W	point125	125	12.50	12.50	12.50	152	1898				47452

		point127	127	12.50	12.50	12.50	152	1898				47452
		point128	128	12.50	12.50	12.50	152	1898				47450
		point129	129	12.50	12.50	12.50	152	1898				47452
Barrier 14A	W	point130	130	11.50	11.50	11.50	90	1039				25983
		point182	182	11.50	11.50	11.50	90	1041				26015
Barrier 14B	W	point132	132	11.50	11.50	11.50	132	1514				37849
Barrier 14C	W	point134	134	11.50	11.50	11.50	135	1551				38781
Barrier 14D	W	point136	136	11.50	11.50	11.50	87	1004				25098
		point183	183	11.50	11.50	11.50	87	1003				25068
Barrier 15A	W	point138	138	11.50	11.50	11.50	97	1118				27962
Barrier 15B	W	point140	140	11.50	11.50	11.50	34	388				9712
Barrier 15C	W	point142	142	11.50	11.50	11.50	87	995				24873
Barrier 15D	W	point144	144	11.50	11.50	11.50	144	1657				41434
Barrier 15E	W	point146	146	11.50	11.50	11.50	61	701				17525
Barrier 15F	W	point148	148	11.50	11.50	11.50	23	262				6545
Barrier 15G	W	point150	150	11.50	11.50	11.50	28	323				8071
Barrier 15H	W	point152	152	11.50	11.50	11.50	108	1244				31109
Barrier 15I	W	point154	154	11.50	11.50	11.50	139	1601				40033
Barrier 16A	W	point156	156	11.50	11.50	11.50	108	1243				31069
Barrier 16B	W	point158	158	11.50	11.50	11.50	149	1713				42818
		point159	159	11.50	11.50	11.50	99	1137				28434
Barrier 16C	W	point161	161	11.50	11.50	11.50	216	2482				62042

Barrier 16D	W	point163	163	11.50	11.50	11.50	61	705				17617
Barrier 16E	W	point165	165	11.50	11.50	11.50	94	1080				27011
Barrier 16F	W	point167	167	11.50	11.50	11.50	118	1362				34053
		point168	168	11.50	11.50	11.50	91	1050				26241
Barrier 17A	W	point170	170	11.50	11.50	11.50	215	2476				61888
Barrier 17B	W	point172	172	11.50	11.50	11.50	216	2481				62037
Barrier 17C	W	point174	174	11.50	11.50	11.50	183	2100				52500
Barrier 17D	W	point176	176	11.50	11.50	11.50	108	1236				30906
Barrier 17E	W	point178	178	11.50	11.50	11.50	88	1009				25227
Barrier 17F	W	point180	180	11.50	11.50	11.50	68	781				19536
Barrier 18A	W	point184	184	11.50	11.50	11.50	121	1388				34697
Barrier 18B	W	point186	186	11.50	11.50	11.50	51	585				14634
Barrier 18C	W	point188	188	11.50	11.50	11.50	49	567				14181
Barrier 18D	W	point190	190	11.50	11.50	11.50	35	408				10194
Barrier 18E	W	point192	192	11.50	11.50	11.50	80	924				23097
Barrier 18F	W	point194	194	11.50	11.50	11.50	92	1054				26344
Barrier 18G	W	point196	196	11.50	11.50	11.50	167	1917				47923
Barrier1A	W	point215	215	11.00	11.00	11.00	279	3074				61482
		point216	216	11.00	11.00	11.00	100	1100				22005
		point218	218	11.00	11.00	11.00	100	1099				21982
		point219	219	11.00	11.00	11.00	100	1100				22005
		point220	220	11.00	11.00	11.00	100	1100				22005
		point221	221	11.00	11.00	11.00	100	1100				22005

		point222	222	11.00	11.00	11.00	95	1042				20845

IDOT				**5 June 2017**		
J Reichel				**TNM 2.5**		
				Calculated with TNM 2.5		
RESULTS: SOUND-LEVEL DIAGNOSIS BY BARRIER SEGMENT						
PROJECT/CONTRACT:	**IL 60/83**					
RUN:	**Proposed With Bridge Over RR W/Barriers**					
BARRIER DESIGN:	**INPUT HEIGHTS**					
ATMOSPHERICS:	**68 deg F, 50% RH**					
Selected Receivers						
Name	**No.**	**Total**	**Important Barriers**	**Important Segments**		
		LAeq1h	**Name**	**Name**	**No.**	**Partial LAeq1h**
		dBA				dBA
R1	36	62.10	Barrier 2	point4	4	28.90
			Barrier 1	point38	38	26.60
			Barrier 1	point39	39	26.10
			Barrier 3	point44	44	22.90
			Barrier 3	point45	45	21.70
			Barrier 13	point129	129	20.70
			Barrier 13	point128	128	20.30
			Barrier 13	point127	127	19.90
			Barrier 1	point40	40	14.80
			Barrier 13	point125	125	14.40
R2	37	62.20	Barrier 1	point36	36	61.90
			Barrier 1	point35	35	46.90
			Barrier 1	point37	37	45.20
			Barrier1A	point215	215	38.20
			Barrier 1	point38	38	34.30
			Barrier1A	point220	220	28.90
			Barrier 1	point39	39	28.10
			Barrier1A	point216	216	27.70
			Barrier1A	point218	218	27.20
			Barrier 9	point101	101	25.90

R3	38	63.30	Barrier 3	point44	44	55.40
			Barrier 3	point45	45	50.80
			Barrier 9	point103	103	39.50
			Barrier 9	point102	102	39.10
			Barrier 9	point101	101	36.90
			Barrier 1	point39	39	36.20
			Barrier 9	point104	104	36.10
			Barrier 1	point38	38	34.40
			Barrier 1	point37	37	31.30
			Barrier 1	point36	36	28.90
R4	39	58.90	Barrier 2	point4	4	58.30
			Barrier 9	point103	103	37.40
			Barrier 9	point101	101	34.70
			Barrier 9	point104	104	33.60
			Barrier 9	point102	102	29.10
			Barrier 9	point106	106	23.60
			Barrier 4-5	point61	61	20.20
			Barrier 4	point48	48	19.10
			Barrier 4	point49	49	18.90
			Barrier 6	point66	66	18.60
R5	40	58.40	Barrier 9	point103	103	53.80
			Barrier 9	point101	101	51.40
			Barrier 9	point102	102	49.90
			Barrier 2	point4	4	45.30
			Barrier 9	point104	104	33.00
			Barrier 3	point45	45	26.50
			Barrier 3	point44	44	25.10
			Barrier 6	point65	65	23.90
			Barrier 9	point106	106	23.20
			Barrier 6	point63	63	22.40
R6	41	58.70	Barrier 4	point49	49	52.50
			Barrier 4	point50	50	52.00
			Barrier 4-5	point54	54	42.80
			Barrier 4	point48	48	42.20
			Barrier 4	point51	51	41.70
			Barrier 4-5	point53	53	35.90

			Barrier 4-5	point55	55	35.50
			Barrier 4-5	point56	56	33.90
			Barrier 4-5	point60	60	31.20
			Barrier 4-5	point58	58	30.70
R7	42	55.50	Barrier 6a	point69	69	53.80
			Barrier 6a	point70	70	49.20
			Barrier 6a	point68	68	40.70
			Barrier 6a	point71	71	37.20
			Barrier 6	point65	65	37.10
			Barrier 4-5	point60	60	33.70
			Barrier 4-5	point56	56	33.00
			Barrier 2	point4	4	30.20
			Barrier 6	point66	66	29.80
			Barrier 9	point106	106	27.90
R8	43	58.10	Barrier 4-5	point60	60	56.00
			Barrier 4-5	point61	61	47.80
			Barrier 4-5	point59	59	42.00
			Barrier 4-5	point58	58	35.60
			Barrier 4-5	point57	57	31.90
			Barrier 4-5	point56	56	30.50
			Barrier 4-5	point55	55	30.30
			Barrier 4-5	point54	54	29.50
			Barrier 4	point49	49	27.50
			Barrier 4	point50	50	25.20
R9	44	60.00	Barrier 4-5	point61	61	41.60
			Barrier 4-5	point60	60	36.60
			Barrier 4-5	point59	59	30.30
			Barrier 4-5	point58	58	28.20
			Barrier 15D	point144	144	26.10
			Barrier 4-5	point56	56	25.70
			Barrier 4-5	point57	57	25.50
			Barrier 4-5	point55	55	24.90
			Barrier 4-5	point54	54	24.80
			Barrier 4	point47	47	24.40
R10	45	62.80	Barrier 4-5	point61	61	36.40
			Barrier 4-5	point60	60	33.50

			Barrier 15A	point138	138	26.70
			Barrier 4-5	point59	59	26.00
			Barrier 15D	point144	144	25.00
			Barrier 14B	point132	132	24.50
			Barrier 15C	point142	142	24.10
			Barrier 4-5	point58	58	23.10
			Barrier 4-5	point54	54	22.60
			Barrier 15H	point152	152	22.20
R11	46	57.80	Barrier 15A	point138	138	48.10
			Barrier 15D	point144	144	45.80
			Barrier 15C	point142	142	45.20
			Barrier 15I	point154	154	41.60
			Barrier 15H	point152	152	40.80
			Barrier 15E	point146	146	39.90
			Barrier 15B	point140	140	35.80
			Barrier 15F	point148	148	33.60
			Barrier 16B	point158	158	32.80
			Barrier 15G	point150	150	32.70
R12	47	66.50	Barrier 14D	point136	136	52.30
			Barrier 14C	point134	134	50.20
			Barrier 14D	point183	183	46.10
			Barrier 14B	point132	132	40.60
			Barrier 15A	point138	138	32.80
			Barrier 16C	point161	161	26.70
			Barrier 14A	point182	182	26.10
			Barrier 16B	point158	158	25.70
			Barrier 16B	point159	159	25.10
			Barrier 14A	point130	130	21.10
R13	48	67.30	Barrier 15H	point152	152	62.50
			Barrier 15I	point154	154	52.00
			Barrier 15G	point150	150	41.30
			Barrier 15D	point144	144	40.60
			Barrier 15E	point146	146	40.00
			Barrier 15F	point148	148	38.00
			Barrier 15C	point142	142	35.60
			Barrier 16C	point161	161	30.80

			Barrier 15B	point140	140	29.60
			Barrier 16E	point165	165	29.30
R14	49	64.30	Barrier 15I	point154	154	41.60
			Barrier 15H	point152	152	32.90
			Barrier 15D	point144	144	22.90
			Barrier 15F	point148	148	21.60
			Barrier 15G	point150	150	21.30
			Barrier 15E	point146	146	20.90
			Barrier 15C	point142	142	19.40
			Barrier 15A	point138	138	19.00
			Barrier 18A	point184	184	17.90
			Barrier 18F	point194	194	16.00
R15	50	67.20	Barrier 16E	point165	165	56.20
			Barrier 16F	point167	167	48.00
			Barrier 16C	point161	161	42.00
			Barrier 16D	point163	163	41.00
			Barrier 16F	point168	168	39.50
			Barrier 16B	point158	158	34.00
			Barrier 16B	point159	159	32.90
			Barrier 16A	point156	156	31.20
			Barrier 18B	point186	186	23.10
			Barrier 18A	point184	184	22.90
R16	51	59.80	Barrier 17A	point170	170	40.50
			Barrier 17B	point172	172	38.60
			Barrier 15I	point154	154	34.80
			Barrier 17C	point174	174	31.50
			Barrier 15H	point152	152	28.60
			Barrier 17D	point176	176	28.10
			Barrier 15D	point144	144	25.00
			Barrier 15E	point146	146	21.60
			Barrier 15C	point142	142	21.00
			Barrier 17F	point180	180	21.00
R17	52	58.50	Barrier 16F	point168	168	37.60
			Barrier 18A	point184	184	35.30
			Barrier 16F	point167	167	35.20
			Barrier 16E	point165	165	34.20

			Barrier 16C	point161	161	33.30
			Barrier 16D	point163	163	30.00
			Barrier 16B	point159	159	29.90
			Barrier 16B	point158	158	29.50
			Barrier 18G	point196	196	28.90
			Barrier 18B	point186	186	28.40
R18	53	64.10	Barrier 18A	point184	184	42.50
			Barrier 18B	point186	186	34.80
			Barrier 18C	point188	188	32.10
			Barrier 18F	point194	194	30.10
			Barrier 18G	point196	196	29.40
			Barrier 16F	point168	168	29.10
			Barrier 18E	point192	192	29.00
			Barrier 18D	point190	190	29.00
			Barrier 16E	point165	165	28.70
			Barrier 16F	point167	167	26.60
R19	54	70.40	Barrier 17A	point170	170	63.90
			Barrier 17B	point172	172	51.60
R20	55	67.90	Barrier 18D	point190	190	52.10
			Barrier 18C	point188	188	44.10
			Barrier 18E	point192	192	41.10
			Barrier 18B	point186	186	40.10
			Barrier 18F	point194	194	40.00
			Barrier 18G	point196	196	38.50
			Barrier 18A	point184	184	37.90
			Barrier 16F	point168	168	24.10
			Barrier 16F	point167	167	21.20
			Barrier 16E	point165	165	17.60
R21	56	64.90	Barrier 17E	point178	178	34.40
			Barrier 17F	point180	180	31.20
			Barrier 10	point108	108	27.40
			Barrier 18C	point188	188	13.40
			Barrier 16F	point168	168	13.20
			Barrier 18B	point186	186	12.90
			Barrier 18D	point190	190	12.50
			Barrier 18E	point192	192	12.10

			Barrier 16E	point165	165	10.70
			Barrier 16F	point167	167	10.00
R22	57	65.10	Barrier 18G	point196	196	27.60
			Barrier 8	point81	81	25.20
			Barrier 8	point80	80	24.60
			Barrier 18E	point192	192	19.70
			Barrier 18F	point194	194	19.40
			Barrier 18A	point184	184	19.20
			Barrier 16E	point165	165	18.40
			Barrier 8	point82	82	17.50
			Barrier 16F	point168	168	16.70
			Barrier 16F	point167	167	15.60
R23	58	58.00	Barrier 8	point81	81	46.10
			Barrier 8	point82	82	41.60
			Barrier 8	point80	80	41.40
			Barrier 8	point83	83	37.20
			Barrier 18G	point196	196	26.80
			Barrier 16C	point161	161	23.60
			Barrier 16B	point158	158	21.60
			Barrier 16D	point163	163	20.60
			Barrier 18A	point184	184	20.60
			Barrier 16A	point156	156	20.30
R24	59	66.30	Barrier 8	point83	83	45.30
			Barrier 8	point82	82	38.30
			Barrier 8	point81	81	34.70
			Barrier 8	point80	80	30.30
R25	60	64.90	Barrier 8	point83	83	37.40
			Barrier 8	point82	82	34.10
			Barrier 8	point81	81	30.80
			Barrier 8	point80	80	27.80
			Barrier 18G	point196	196	19.10
R26	61	64.90	Barrier 10	point108	108	63.00
			Barrier 17F	point180	180	23.60
R27	62	68.60	Barrier 11	point120	120	33.70
			Barrier 12	point123	123	27.20
R28	63	63.70	Barrier 11	point120	120	42.90

			Barrier 12	point122	122	25.90
			Barrier1A	point222	222	24.10
			Barrier1A	point221	221	23.60
			Barrier1A	point220	220	22.70
			Barrier1A	point219	219	21.90
			Barrier1A	point218	218	21.20
			Barrier1A	point215	215	21.10
			Barrier1A	point216	216	20.00
			Barrier 12	point123	123	19.20
R29	64	60.20	Barrier 11	point120	120	57.70
			Barrier 12	point123	123	26.50
			Barrier 12	point122	122	21.60
			Barrier1A	point222	222	9.30
			Barrier1A	point221	221	9.30
			Barrier1A	point220	220	8.70
			Barrier1A	point219	219	8.10
			Barrier1A	point215	215	7.80
			Barrier1A	point216	216	6.40
			Barrier 1	point35	35	4.40
R30	65	64.80	Barrier 12	point123	123	32.80
			Barrier 12	point122	122	24.00
R31	66	63.30	Barrier 12	point122	122	60.70
			Barrier 12	point123	123	47.50
			Barrier 13	point127	127	29.90
			Barrier 13	point128	128	29.60
R32	67	61.30	Barrier 13	point129	129	58.70
			Barrier 13	point128	128	54.00
			Barrier 13	point127	127	45.20
			Barrier 12	point123	123	32.80
			Barrier 2	point4	4	25.20
			Barrier 1	point36	36	21.40
			Barrier 1	point38	38	20.00
			Barrier 1	point35	35	18.70
			Barrier 1	point39	39	17.70
			Barrier 1	point37	37	17.30
R33	68	55.90	Barrier 6a	point72	72	39.10

			Barrier 4-5	point61	61	35.80
			Barrier 6a	point71	71	35.40
			Barrier 6a	point70	70	34.00
			Barrier 6a	point69	69	30.90
			Barrier 2	point4	4	28.60
			Barrier 6	point65	65	27.50
			Barrier 6a	point68	68	26.40
			Barrier 9	point106	106	25.00
			Barrier 9	point101	101	24.90
R2-Planned	69	65.10	Barrier1A	point221	221	64.60
			Barrier1A	point222	222	53.90
			Barrier1A	point220	220	48.60
			Barrier1A	point219	219	40.20
			Barrier1A	point215	215	36.70
			Barrier1A	point218	218	35.10
			Barrier1A	point216	216	32.10
			Barrier 13	point129	129	28.50
			Barrier 1	point36	36	28.00
			Barrier 13	point128	128	26.20

IDOT 5 June 2017
J Reichel TNM 2.5
Calculated with TNM 2.5

RESULTS: BARRIER DESIGN
PROJECT/CONTRACT: IL 60/83
RUN: Proposed With Bridge Over RR W/Barriers
BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Selected Receivers

Name	No.	Calc	Noise Reduction			Barrier Reviewed	Important Segments			Partial
		LAeq1h	Calc	Goal	Calc-Goal		Name	No.	Height	LAeq1h
		dBA	dB	dB	dB				ft	dBA
R1	36	62.1	-0.0	8	-8.0	Barrier 2	point4	4	10.5	28.9
						Barrier 1	point38	38	11.0	26.6
						Barrier 1	point39	39	11.0	26.1
						Barrier 3	point44	44	11.5	22.9
						Barrier 3	point45	45	11.5	21.7
						Barrier 13	point129	129	12.5	20.7
						Barrier 13	point128	128	12.5	20.3
						Barrier 13	point127	127	12.5	19.9
						Barrier 1	point40	40	11.0	14.8
						Barrier 13	point125	125	12.5	14.4
R2	37	62.2	8.5	8	0.5	Barrier 1	point36	36	11.0	61.9
						Barrier 1	point35	35	11.0	46.9
						Barrier 1	point37	37	11.0	45.2
						Barrier1A	point215	215	11.0	38.2
						Barrier 1	point38	38	11.0	34.3
						Barrier1A	point220	220	11.0	28.9
						Barrier 1	point39	39	11.0	28.1
						Barrier1A	point216	216	11.0	27.7
						Barrier1A	point218	218	11.0	27.2
						Barrier 9	point101	101	12.5	25.9
R3	38	63.3	4.8	8	-3.2	Barrier 3	point44	44	11.5	55.4

						Barrier 3	point45	45	11.5	50.8
						Barrier 9	point103	103	12.5	39.5
						Barrier 9	point102	102	12.5	39.1
						Barrier 9	point101	101	12.5	36.9
						Barrier 1	point39	39	11.0	36.2
						Barrier 9	point104	104	12.5	36.1
						Barrier 1	point38	38	11.0	34.4
						Barrier 1	point37	37	11.0	31.3
						Barrier 1	point36	36	11.0	28.9
R4	39	58.9	10.8	8	2.8	Barrier 2	point4	4	10.5	58.3
						Barrier 9	point103	103	12.5	37.4
						Barrier 9	point101	101	12.5	34.7
						Barrier 9	point104	104	12.5	33.6
						Barrier 9	point102	102	12.5	29.1
						Barrier 9	point106	106	12.5	23.6
						Barrier 4-5	point61	61	10.5	20.2
						Barrier 4	point48	48	10.5	19.1
						Barrier 4	point49	49	10.5	18.9
						Barrier 6	point66	66	10.5	18.6
R5	40	58.4	7.1	8	-0.9	Barrier 9	point103	103	12.5	53.8
						Barrier 9	point101	101	12.5	51.4
						Barrier 9	point102	102	12.5	49.9
						Barrier 2	point4	4	10.5	45.3
						Barrier 9	point104	104	12.5	33.0
						Barrier 3	point45	45	11.5	26.5
						Barrier 3	point44	44	11.5	25.1
						Barrier 6	point65	65	10.5	23.9
						Barrier 9	point106	106	12.5	23.2
						Barrier 6	point63	63	10.5	22.4
R6	41	58.7	9.1	8	1.1	Barrier 4	point49	49	10.5	52.5
						Barrier 4	point50	50	10.5	52.0
						Barrier 4-5	point54	54	10.5	42.8
						Barrier 4	point48	48	10.5	42.2
						Barrier 4	point51	51	10.5	41.7
						Barrier 4-5	point53	53	10.5	35.9
						Barrier 4-5	point55	55	10.5	35.5

						Barrier 4-5	point56	56	10.5	33.9
						Barrier 4-5	point60	60	10.5	31.2
						Barrier 4-5	point58	58	10.5	30.7
R7	42	55.5	11.8	8	3.8	Barrier 6a	point69	69	10.5	53.8
						Barrier 6a	point70	70	10.5	49.2
						Barrier 6a	point68	68	10.5	40.7
						Barrier 6a	point71	71	10.5	37.2
						Barrier 6	point65	65	10.5	37.1
						Barrier 4-5	point60	60	10.5	33.7
						Barrier 4-5	point56	56	10.5	33.0
						Barrier 2	point4	4	10.5	30.2
						Barrier 6	point66	66	10.5	29.8
						Barrier 9	point106	106	12.5	27.9
R8	43	58.1	11.7	8	3.7	Barrier 4-5	point60	60	10.5	56.0
						Barrier 4-5	point61	61	10.5	47.8
						Barrier 4-5	point59	59	10.5	42.0
						Barrier 4-5	point58	58	10.5	35.6
						Barrier 4-5	point57	57	10.5	31.9
						Barrier 4-5	point56	56	10.5	30.5
						Barrier 4-5	point55	55	10.5	30.3
						Barrier 4-5	point54	54	10.5	29.5
						Barrier 4	point49	49	10.5	27.5
						Barrier 4	point50	50	10.5	25.2
R9	44	60.0	0.1	8	-7.9	Barrier 4-5	point61	61	10.5	41.6
						Barrier 4-5	point60	60	10.5	36.6
						Barrier 4-5	point59	59	10.5	30.3
						Barrier 4-5	point58	58	10.5	28.2
						Barrier 15D	point144	144	11.5	26.1
						Barrier 4-5	point56	56	10.5	25.7
						Barrier 4-5	point57	57	10.5	25.5
						Barrier 4-5	point55	55	10.5	24.9
						Barrier 4-5	point54	54	10.5	24.8
						Barrier 4	point47	47	10.5	24.4
R10	45	62.8	0.0	8	-8.0	Barrier 4-5	point61	61	10.5	36.4
						Barrier 4-5	point60	60	10.5	33.5
						Barrier 15A	point138	138	11.5	26.7

						Barrier 4-5	point59	59	10.5	26.0
						Barrier 15D	point144	144	11.5	25.0
						Barrier 14B	point132	132	11.5	24.5
						Barrier 15C	point142	142	11.5	24.1
						Barrier 4-5	point58	58	10.5	23.1
						Barrier 4-5	point54	54	10.5	22.6
						Barrier 15H	point152	152	11.5	22.2
R11	46	57.8	-0.8	8	-8.8	Barrier 15A	point138	138	11.5	48.1
						Barrier 15D	point144	144	11.5	45.8
						Barrier 15C	point142	142	11.5	45.2
						Barrier 15I	point154	154	11.5	41.6
						Barrier 15H	point152	152	11.5	40.8
						Barrier 15E	point146	146	11.5	39.9
						Barrier 15B	point140	140	11.5	35.8
						Barrier 15F	point148	148	11.5	33.6
						Barrier 16B	point158	158	11.5	32.8
						Barrier 15G	point150	150	11.5	32.7
R12	47	66.5	3.3	8	-4.7	Barrier 14D	point136	136	11.5	52.3
						Barrier 14C	point134	134	11.5	50.2
						Barrier 14D	point183	183	11.5	46.1
						Barrier 14B	point132	132	11.5	40.6
						Barrier 15A	point138	138	11.5	32.8
						Barrier 16C	point161	161	11.5	26.7
						Barrier 14A	point182	182	11.5	26.1
						Barrier 16B	point158	158	11.5	25.7
						Barrier 16B	point159	159	11.5	25.1
						Barrier 14A	point130	130	11.5	21.1
R13	48	67.3	4.5	8	-3.5	Barrier 15H	point152	152	11.5	62.5
						Barrier 15I	point154	154	11.5	52.0
						Barrier 15G	point150	150	11.5	41.3
						Barrier 15D	point144	144	11.5	40.6
						Barrier 15E	point146	146	11.5	40.0
						Barrier 15F	point148	148	11.5	38.0
						Barrier 15C	point142	142	11.5	35.6
						Barrier 16C	point161	161	11.5	30.8
						Barrier 15B	point140	140	11.5	29.6

						Barrier 16E	point165	165	11.5	29.3
R14	49	64.3	0.0	8	-8.0	Barrier 15I	point154	154	11.5	41.6
						Barrier 15H	point152	152	11.5	32.9
						Barrier 15D	point144	144	11.5	22.9
						Barrier 15F	point148	148	11.5	21.6
						Barrier 15G	point150	150	11.5	21.3
						Barrier 15E	point146	146	11.5	20.9
						Barrier 15C	point142	142	11.5	19.4
						Barrier 15A	point138	138	11.5	19.0
						Barrier 18A	point184	184	11.5	17.9
						Barrier 18F	point194	194	11.5	16.0
R15	50	67.2	4.1	8	-3.9	Barrier 16E	point165	165	11.5	56.2
						Barrier 16F	point167	167	11.5	48.0
						Barrier 16C	point161	161	11.5	42.0
						Barrier 16D	point163	163	11.5	41.0
						Barrier 16F	point168	168	11.5	39.5
						Barrier 16B	point158	158	11.5	34.0
						Barrier 16B	point159	159	11.5	32.9
						Barrier 16A	point156	156	11.5	31.2
						Barrier 18B	point186	186	11.5	23.1
						Barrier 18A	point184	184	11.5	22.9
R16	51	59.8	0.2	8	-7.8	Barrier 17A	point170	170	11.5	40.5
						Barrier 17B	point172	172	11.5	38.6
						Barrier 15I	point154	154	11.5	34.8
						Barrier 17C	point174	174	11.5	31.5
						Barrier 15H	point152	152	11.5	28.6
						Barrier 17D	point176	176	11.5	28.1
						Barrier 15D	point144	144	11.5	25.0
						Barrier 15E	point146	146	11.5	21.6
						Barrier 15C	point142	142	11.5	21.0
						Barrier 17F	point180	180	11.5	21.0
R17	52	58.5	0.1	8	-7.9	Barrier 16F	point168	168	11.5	37.6
						Barrier 18A	point184	184	11.5	35.3
						Barrier 16F	point167	167	11.5	35.2
						Barrier 16E	point165	165	11.5	34.2
						Barrier 16C	point161	161	11.5	33.3

						Barrier 16D	point163	163	11.5	30.0
						Barrier 16B	point159	159	11.5	29.9
						Barrier 16B	point158	158	11.5	29.5
						Barrier 18G	point196	196	11.5	28.9
						Barrier 18B	point186	186	11.5	28.4
R18	53	64.1	0.1	8	-7.9	Barrier 18A	point184	184	11.5	42.5
						Barrier 18B	point186	186	11.5	34.8
						Barrier 18C	point188	188	11.5	32.1
						Barrier 18F	point194	194	11.5	30.1
						Barrier 18G	point196	196	11.5	29.4
						Barrier 16F	point168	168	11.5	29.1
						Barrier 18E	point192	192	11.5	29.0
						Barrier 18D	point190	190	11.5	29.0
						Barrier 16E	point165	165	11.5	28.7
						Barrier 16F	point167	167	11.5	26.6
R19	54	70.4	1.6	8	-6.4	Barrier 17A	point170	170	11.5	63.9
						Barrier 17B	point172	172	11.5	51.6
R20	55	67.9	1.7	8	-6.3	Barrier 18D	point190	190	11.5	52.1
						Barrier 18C	point188	188	11.5	44.1
						Barrier 18E	point192	192	11.5	41.1
						Barrier 18B	point186	186	11.5	40.1
						Barrier 18F	point194	194	11.5	40.0
						Barrier 18G	point196	196	11.5	38.5
						Barrier 18A	point184	184	11.5	37.9
						Barrier 16F	point168	168	11.5	24.1
						Barrier 16F	point167	167	11.5	21.2
						Barrier 16E	point165	165	11.5	17.6
R21	56	64.9	-0.0	8	-8.0	Barrier 17E	point178	178	11.5	34.4
						Barrier 17F	point180	180	11.5	31.2
						Barrier 10	point108	108	12.5	27.4
						Barrier 18C	point188	188	11.5	13.4
						Barrier 16F	point168	168	11.5	13.2
						Barrier 18B	point186	186	11.5	12.9
						Barrier 18D	point190	190	11.5	12.5
						Barrier 18E	point192	192	11.5	12.1
						Barrier 16E	point165	165	11.5	10.7

						Barrier 16F	point167	167	11.5	10.0
R22	57	65.1	0.0	8	-8.0	Barrier 18G	point196	196	11.5	27.6
						Barrier 8	point81	81	10.5	25.2
						Barrier 8	point80	80	10.5	24.6
						Barrier 18E	point192	192	11.5	19.7
						Barrier 18F	point194	194	11.5	19.4
						Barrier 18A	point184	184	11.5	19.2
						Barrier 16E	point165	165	11.5	18.4
						Barrier 8	point82	82	10.5	17.5
						Barrier 16F	point168	168	11.5	16.7
						Barrier 16F	point167	167	11.5	15.6
R23	58	58.0	0.6	8	-7.4	Barrier 8	point81	81	10.5	46.1
						Barrier 8	point82	82	10.5	41.6
						Barrier 8	point80	80	10.5	41.4
						Barrier 8	point83	83	10.5	37.2
						Barrier 18G	point196	196	11.5	26.8
						Barrier 16C	point161	161	11.5	23.6
						Barrier 16B	point158	158	11.5	21.6
						Barrier 16D	point163	163	11.5	20.6
						Barrier 18A	point184	184	11.5	20.6
						Barrier 16A	point156	156	11.5	20.3
R24	59	66.3	0.2	8	-7.8	Barrier 8	point83	83	10.5	45.3
						Barrier 8	point82	82	10.5	38.3
						Barrier 8	point81	81	10.5	34.7
						Barrier 8	point80	80	10.5	30.3
R25	60	64.9	0.0	8	-8.0	Barrier 8	point83	83	10.5	37.4
						Barrier 8	point82	82	10.5	34.1
						Barrier 8	point81	81	10.5	30.8
						Barrier 8	point80	80	10.5	27.8
						Barrier 18G	point196	196	11.5	19.1
R26	61	64.9	4.4	8	-3.6	Barrier 10	point108	108	12.5	63.0
						Barrier 17F	point180	180	11.5	23.6
R27	62	68.6	0.0	8	-8.0	Barrier 11	point120	120	10.5	33.7
						Barrier 12	point123	123	11.5	27.2
R28	63	63.7	0.1	8	-7.9	Barrier 11	point120	120	10.5	42.9
						Barrier 12	point122	122	11.5	25.9

						Barrier1A	point222	222	11.0	24.1
						Barrier1A	point221	221	11.0	23.6
						Barrier1A	point220	220	11.0	22.7
						Barrier1A	point219	219	11.0	21.9
						Barrier1A	point218	218	11.0	21.2
						Barrier1A	point215	215	11.0	21.1
						Barrier1A	point216	216	11.0	20.0
						Barrier 12	point123	123	11.5	19.2
R29	64	60.2	14.5	8	6.5	Barrier 11	point120	120	10.5	57.7
						Barrier 12	point123	123	11.5	26.5
						Barrier 12	point122	122	11.5	21.6
						Barrier1A	point222	222	11.0	9.3
						Barrier1A	point221	221	11.0	9.3
						Barrier1A	point220	220	11.0	8.7
						Barrier1A	point219	219	11.0	8.1
						Barrier1A	point215	215	11.0	7.8
						Barrier1A	point216	216	11.0	6.4
						Barrier 1	point35	35	11.0	4.4
R30	65	64.8	-0.0	8	-8.0	Barrier 12	point123	123	11.5	32.8
						Barrier 12	point122	122	11.5	24.0
R31	66	63.3	7.4	8	-0.6	Barrier 12	point122	122	11.5	60.7
						Barrier 12	point123	123	11.5	47.5
						Barrier 13	point127	127	12.5	29.9
						Barrier 13	point128	128	12.5	29.6
R32	67	61.3	9.8	8	1.8	Barrier 13	point129	129	12.5	58.7
						Barrier 13	point128	128	12.5	54.0
						Barrier 13	point127	127	12.5	45.2
						Barrier 12	point123	123	11.5	32.8
						Barrier 2	point4	4	10.5	25.2
						Barrier 1	point36	36	11.0	21.4
						Barrier 1	point38	38	11.0	20.0
						Barrier 1	point35	35	11.0	18.7
						Barrier 1	point39	39	11.0	17.7
						Barrier 1	point37	37	11.0	17.3
R33	68	55.9	0.2	8	-7.8	Barrier 6a	point72	72	10.5	39.1
						Barrier 4-5	point61	61	10.5	35.8

						Barrier 6a	point71	71	10.5	35.4
						Barrier 6a	point70	70	10.5	34.0
						Barrier 6a	point69	69	10.5	30.9
						Barrier 2	point4	4	10.5	28.6
						Barrier 6	point65	65	10.5	27.5
						Barrier 6a	point68	68	10.5	26.4
						Barrier 9	point106	106	12.5	25.0
						Barrier 9	point101	101	12.5	24.9
R2-Planned	69	65.1	4.7	8	-3.3	Barrier1A	point221	221	11.0	64.6
						Barrier1A	point222	222	11.0	53.9
						Barrier1A	point220	220	11.0	48.6
						Barrier1A	point219	219	11.0	40.2
						Barrier1A	point215	215	11.0	36.7
						Barrier1A	point218	218	11.0	35.1
						Barrier1A	point216	216	11.0	32.1
						Barrier 13	point129	129	12.5	28.5
						Barrier 1	point36	36	11.0	28.0
						Barrier 13	point128	128	12.5	26.2

Total Cost, All Barriers (including additional cost(s))					$4583380					

APPENDIX E – Traffic Noise Information for Undeveloped Lands

FILE COPY

Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
IL 60/83
IL 176 to the intersection of IL 60 (Townline Road) at IL 83
Lake County

July 31, 2017

Mr. John Lobaito
Village Administrator
Village of Mundelein
300 Plaza Circle
Mundelein, IL 60060

Re: Traffic Noise Information for Undeveloped Lands

Dear Mr. Lobaito:

The Illinois Department of Transportation (Department) is nearing completion of preliminary engineering and environmental (Phase I) study for the proposed improvement of IL 60/83 from IL 176 (Maple Avenue) to the intersection of IL 60 at IL 83 in Lake County. The proposed scope of work for this improvement consists of widening and reconstruction of IL 60/83 to provide two through lanes in each direction separated by a median, bridge construction to carry IL 60/83 over the CN/Wisconsin Central Ltd. Railroad, potential pedestrian and bicycle accommodations, drainage improvements and potential installation of noise walls. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

As part of the Phase I Study for this project, projected future traffic noise levels were evaluated for lands (either currently under your jurisdiction or land that may come under your jurisdiction) near the proposed roadway improvement. For your information, this study area includes land that may be planned for future development in a comprehensive land use plan.

This letter includes an exhibit showing information regarding predicted Design Year (2040) Build condition traffic noise levels for the undeveloped lands along the project corridor within your jurisdiction. This information is for your use in planning and permitting future development. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels.

The exhibit shows currently vacant/future development areas in blue, and also indicates the distances from the proposed IL 60/83 edge of pavement (based on the proposed improvement) within which Build condition sound levels are predicted to approach, meet, or exceed FHWA Noise Abatement Criteria (NAC) for two types of land use categories:

- Residential areas, schools, places of worship, medical offices, cemeteries, day care centers, recreational areas, and institutional uses; the NAC for these lands is 67 dB(A)
- Hotels, restaurants, and offices; the NAC for these lands 72 dB(A)

To help with your future planning and discernment regarding permitting decisions, we encourage you to obtain the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:

https://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at: http://www.idot.illinois.gov/transportation-system/environment/index under the Community tab.

For additional information regarding the IL 60/83 study, please visit the project website at http://ilrte6083study.com/index.html.

If you have any questions or need additional information, please contact Sam Mead, Environmental Studies Unit Head, at (847) 705-4101 or Steve Schilke, Major Projects Unit Head at (847) 705-4125.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:
John A. Baczek, P.E.
Engineer of Program Development

bcc: File

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Bureau of Programming

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WILTON LANE
WINGATE DR
MCINTOSH DR
IL 60 / 83
IL 60 / 83
STONEBRIDGE WAY
MIDLOTHIAN RD
VILLAGE OF MUNDELEIN – UNDEVELOPED LAND
Approaches, Meets or Exceeds NAC of 67 dB(A) within 100' of IL 60 / 83
Approaches, Meets or Exceeds NAC of 72 dB(A) within 25' of IL 60 / 83
N
Undeveloped Lands Analysis
IL 60/83 Phase I Engineering Study
From IL 176 to IL 60 (Townline Road)
100 0 100 200
SCALE IN FEET
EXHIBIT 1 OF 1