A MANUAL FOR USING THE HIGHWAY NOISE ANALYSIS PROGRAM "NOISESIM"

by

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(The opinions, findings, and conclusions expressed in this report are those of the authors and not necessarily those of the sponsoring agencies.)

Virginia Highway Research Council (A Cooperative Organization Sponsored Jointly by the Virginia Department of Highways and the University of Virginia)

In Cooperation with the U. S. Department of Transportation Federal Highway Administration

Charlottesville, Virginia

October 1971 VHRC 71-R8

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PURPOSE

The purpose of this manual is to provide a detailed methodology for using a computer program adapted from one presented in <u>National Cooperative Highway</u> <u>Research Program Report 78.1</u> The contracting firm (with NCHRP) was Bolt, Beranek and Newman of Van Nuys, California. According to the firm, the computer program was a spin off of its basic research project on highway noise measurement and simulation. However, the authors of this present report found that after several modifications the program was a valuable tool for simulating the noise levels of proposed highway projects.

While the authors recognize that the approach described in this manual is a first step in the evaluation of highway noise, 2/ it is substantially better than avoiding the problem of highway noise altogether in the analysis of the environmental impact of proposed highway projects. Currently, the procedure that is followed in evaluating the noise levels of new highways or proposed improvement projects is to select a specific building location on the plans for analysis. All necessary data required as inputs to the computer program "Noisesim" are

 <u>1</u>/ National Academy of Sciences - National Academy of Engineering, National Research Council, Highway Research Board, <u>National Cooperative Highway</u> <u>Research Program Report 78</u>, Highway Noise-Measurement, Simulation and Mixed Reaction, Washington, D. C., 1969.

^{2/} The techniques presently employed in measuring the noise level of a highway are under study by the Soils-Geology Section of the Virginia Highway Research Council. In the near future a revised methodology for taking noise measurements will be published.

obtained directly from the plans for the selected location. The current noise levels are also measured at the plan site locations.

The procedure given in this manual will enable the Department to compare the levels presently experienced by residents of an area to the predicted noise levels for the new highway.

IMPLEMENTATION

Noisesim has become one of the basic tools in the Department's evaluation of the environmental impact of a highway project. The Department's Environmental Quality Division develops the basic input data and the Data Processing Division runs the program through an IBM 360 model 40 computer. The initial implementation was to simply use the Noisesim program to predict the noise level of a proposed highway project. The results of this computer run are now compared to noise measurements taken in the immediate area to be affected by the proposed project. This procedure has been tested on several proposed projects and found to be of value in the evaluation of environmental impacts.

Using the Noisesim Program

The procedures described in this manual are general user input instructions, illustrated with an actual example of the use of the NCHRP Noise Simulation System 360 Electronic Computer Program. In order to ensure uniform results, the input instructions have been prepared to allow users only limited options. Should other options be desired, the user should consult the Data Processing Division before deviating from these instructions. The authors emphasize that only those individuals thoroughly familiar with the program should attempt to make modifications in the described procedures.

NOISESIM GLOSSARY

Before a discussion of the specific coding instructions, a brief review of selected terms used in the Noisesim program may be beneficial to the reader. The following glossary defines the terms used in this manual. They are presented in the sequence in which they are referred to in coding instructions.

<u>Run Identification</u> — The station number for a run is entered in the upper left-hand corner of the coding sheet. Actually, any number that would enable the user to identify the individual run could be used for this purpose so long as it does not exceed 6 digits. <u>Number of Snapshots</u> — This is the number of points in time that the computer program selects to estimate the noise level on the proposed highway. Each snapshot will estimate (measure) the noise level at one point in time and will include one or more vehicles. The number of vehicles actually included in the snapshot will depend upon the volume of traffic used for this computer run.

<u>Path of Roadway</u> — The roadway should be considered as running from left to right, as the observer faces it.

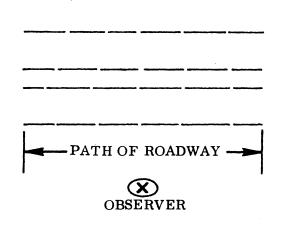


Figure 1. Observer position.

<u>Observer Position</u> — The observer is always considered to be facing the roadway with the traffic in the closest lane moving from his left to his right as in Figure 1. The height of the observer is always five feet above ground level. The height of the observer has been established as five feet, since this is considered to be the average height of the observer's ear.

<u>Lane Offset</u> — Lane offset is a term used to indicate the location of each lane from the center line of the entire roadway. This computer program uses the center line of the median as a reference point for the location of most points. The lanes closest to the observer should be indicated as a position (+) number of feet and lanes on the opposite side of the median center line are shown as a negative (-) value.

<u>Propagation Conditions</u> – Propagation conditions are those which can spread, increase, or decrease the noise from traffic sources.

<u>Air Attenuation</u> — Air attenuation refers to factors which specify the transmission qualities of air. The program uses a factor for each of the eight octave bands (i.e. 63 to 8,000 HZ).

<u>Shielding Attenuation</u> — The card for this factor is used to indicate any shielding conditions that may be present. If the highway is depressed a 1 will indicate a slope cut and a 2 will indicate a vertical cut. This card is also used to indicate a wall or other noise barrier adjacent to the highway. In addition, it will specify the height of the shielding.

<u>Traffic Characteristics</u> - Traffic characteristics is the term employed to indicate the traffic conditions which can affect the noise levels.

<u>Traffic Mix</u> — This term is used to specify the percentage of each type of vehicle on the facility that can be expected under average traffic conditions. The program allows the user to identify up to four different types of vehicles. Generally, it is sufficient to distinguish between trucks and cars; but the option remains to indicate four separate noise sources.

<u>Path Cards</u> — These cards are designed to reference key points of the vehicle path on the roadway. They will define the length of roadway that the noise source (i.e. vehicles) will travel. In addition, they will indicate if the roadway is on a grade, level or on a curve.

<u>Orbiting Point</u> — This point is any convenient point on the center line of the median opposite to the observer and equidistant between the termini of the paths of the roadway. The orbiting point serves as a midpoint for vertical and horizontal measurements.

<u>Field or Vars</u> – Field or Vars are an established group of seven columns set aside on an IBM card to receive specific sets of data.

NOISESIM CODING INSTRUCTIONS

The coding for Noisesim is to be completed on the special coding sheet as shown in Figure 2. All input cards for the program contain an identifying number (i.e. card type code) in columns 1 and 2, with each code belonging to one of five major input groups, as shown in Table 1.

WBER	Type Act.		VARS (10)	73-79					0//////									1111111																				
PROJECT CHARGE NUMBER	City Co. Sect.		VARS (9)	66-72														11/1////																				-
PR0.	Co. Route		VARS (8)	59-65			//////									111111		+																				•
			VARS (7)	52-58			X//////		X//////							11/1/1/1							+	+ + + + + + + + + + + + + + + + + + + +			+											
			VARS (6)	45-51												1111111									+ + + + + + + + + + + + + + + + + + + +												n program	
NT OF HIGHWAYS	ATION	SIMULATIUN	VARS (5)	38-44			X//////		V//////						X								+ + + + + + + + + + + + + + + + + + + +														Special coding sheet for Noisesim program	
VIDCINIA DEPARTMENT DE HIGHWAYS		NUISE SIMU	· VARS (4)	31-37												////////																					ecial coding sh	
			VARS (3)	24-30	XIIIIII										XIIII	X///////																					Figure 2 Sr	
			VARS (2)	17-23			+										1 1 1	1 1 1			-													-				
			VARS (1)	10-16					+										-		-		-			-				-			-					
				1 2		-1	-1		-1	<u>-1</u> .]-	J	1-	1	- 3	2,1	- - -	3,1			<u>]</u> _	4,1	4	4 1	4	4 1	4	4 1	4	T	\top	-	1.0	T			
	DPD -10	All Cards			I CONTROL S. Shots	1	<u>,</u> ,	1	so so		et et OWE	s#0	aue				÷	P Shidg.	1	921		5	5:		əd	T a	<u>A 91</u> 1211	l₀V	*	01-1	APH <		ن Densi.	1_	1_	sp.	 	
	3-8 3-8		-		-]				.təər	ls .əb	field r co	भा ८४	مەر VA	ni se	intri bən	nbə a yı	iw e r e r	sbi	.e co cor	lou soy	+ ylı oitil	. or	N.P	ord nip	led: mai		ui ni	.coi 0.mu	Klu ous	* 91 0 96	ംപ ചഷ	;9† ,	°N				

TABLE 1

MAJOR DATA INPUT GROUPS

	Input Groups	Code
Ι.	Control	
	Number of Snapshots	02
II.	Geometry	
	Path of Roadway Observer Position Lane Offset	11 12 13
III.	Propagation Conditions	
	Air Attenuation Shielding Attenuation	$\begin{array}{c} 21 \\ 22 \end{array}$
IV。	Vehicle Category	
	Noise Source	31
V.	Traffic Characteristics	
	Traffic Mix Traffic Volume Speed	41 42 43

Input data must be arranged as shown in Table 2. The reader should note that the card code 01 is always the last card in a given data set. It should also be noted that several data sets may be run successively; i.e., all cross sections for a given project may be combined into one computer session.

TABLE 2

ORDER OF INPUT DATA CARDS

Contents of the Card	Code	
Number of Snapshots	02	
Path Point 1	11	A minimum of three points is required to
Path Point 2	11	specify the path of the roadway. A separate
Path Point 3	11	card is required for each point.
Observer Position	12	
Offset For Lane 1	13	A separate card is required for each lane.
Offset for Lane 2	13	Lane 1 is always the one closest to the
Offset For Lane 3	13	observer, Lane 2 the next closest, etc.
Offset For Lane 4	13	The program will handle up to eight lanes at present.
Air Attenuation	21	
Shielding Attenuation	22	Used only when shielding is considered.
Noise Spectrum for Trucks	31	Up to four noise source cards could be used.
Noise Spectrum for Cars	31	
Traffic Mix For Lane 1	41	A separate card is required for each lane.
Traffic Mix For Lane 2	41	The ordering of type 41 cards must be the
Traffic Mix For Lane 3	41	same as the ordering of type 13 card.
Traffic Mix For Lane 4 Etc.	41	
Traffic Volume For Lane 1	42	A separate card is required for each lane.
Traffic Volume For Lane 2	42	A separate care is required for each faile.
Etc.	1-	
Traffic Speeds for Lane 1	43	A separate card is required for each lane.
Etc.		
Empty Except For Code	01	Initiates processing of this data set.

General Instructions

Columns 1 to 8

The identification code (i.e. card type) for each input card is preprinted in columns 1 and 2 on the coding sheet. The only exception to this is card type 22, shielding attenuation, which is used only when shielding is a consideration. There-fore, the user must code 22 in columns 1 and 2 when this variable is to be considered.

An identification number, usually the cross section number, is coded in the upper left-hand corner of the coding sheet. It will be punched in columns 3 to 8 on each card.

The project charge number is entered in the block in the upper right-hand corner of the coding sheet.

Column 9

It should be noted that since Column 9 is not used in this computer program it is not shown on the coding sheet.

Columns 10 Through 79

Columns 10 through 79 contain ten fields of seven columns each. On the coding sheet these fields are entitled VARS (1) through VARS (10). Any number, up to 10, of these fields may be used to input the necessary data for an individual run. Numbers <u>must not</u> extend across field boundaries and only one number (up to six digits and a decimal) may be coded per field. The boundaries of these fields are indicated on the coding sheet by vertical solid lines enclosing columns 10 through 16, 17 through 23, 24 through 30, 31 through 37, 38 through 44, 45 through 51, 52 through 58, 59 through 65, 66 through 72 and 73 through 79.

Plus and minus signs (plus signs are optional) must be punched as the first character in a field. Every field that is used must contain an explicit decimal point; e.g., the integer - 199 could be coded in seven columns as $-\underline{199.00}$ or $-\underline{199}$, while the decimal fraction 1.2 could be coded as 1.200000, etc. The exact location of the decimal point within the field is immaterial — it simply must be present and must of course, make sense (one would <u>not</u> try to code 19 as $\underline{190000.}$)

Control Cards

The 02 coded card will be the first data card of each individual run; e.g. each cross section is considered a separate run. This card should contain, under the data field headed VARS (1), columns 10 through 16, the number of snapshots required for this particular run. The number of snapshots should be at least 21, since statistical reliability increases as the number of snapshots increases. In addition, the number of snapshots must always be the same as the number of actual readings taken in field to be compared to the projected noise levels from the computer run. A sample coding of the 02 type card is shown in Figure 3.

RUN IDENT. 3-8	DPD -10						· ·
	All Cords					NOISE S	IMULAT
		l D Code	VARS (1)	VARS (2)	VARS (3)	VARS (4)	V
	· · · ·	12	10-16	17-23	24-30	31-37	
1 CONT	ROL S.Shots	0.2	21.	\///////		X//////	TXTT,
		1	†	[,	4///////	
	Card (Code	No. of Snapshots		Empty		

Figure 3. Coding of 02 type card.

Geometry Cards

Path Cards

Path cards, coded 11, define the center line of the roadway in a threedimensional coordinate space. The origin of this space may be fixed at any point convenient for the user. Some point on the center line of the roadway would be a good choice. All three-dimensional coordinates on the path cards and on all following cards must be taken with respect to this origin.

All coordinate points are given as triples -X, Y, and Z - where the X and Y dimensions define the surface of the earth.

46 Each path card contains one triple, i.e., one point. The X, Y, Z coordinates should be expressed in feet. It is suggested that the length of roadway, i.e., the X points to the left and right of the orbiting point in the roadway, should be at least 10,000 feet. However, if the total traffic volume is less than 500 vehicles the roadway length should be shown as 25,000 feet. If an insufficient roadway length is selected, the computer program will increment in 5,000 feet intervals until sufficient roadway length is obtained.

Path cards are punched by placing the X coordinate in columns 10 through 16, the Y coordinate in columns 17 through 23, and the 2 coordinate in columns 24 through 30.

The X point to the left of the orbiting point should be shown as a minus figure, and the one to the right as a plus value.

The Y coordinate is intended to indicate any horizontal offsets from the center line of the roadway. This field would be used to indicate a curve section of highway. A point on the observer's side (i.e., the area between the observer and the center line of the roadway) would be coded as a plus value. Points on the side \leftarrow opposite the observer would be coded as negative values.

The 2 coordinate is designed to indicate the grade or elevation of the roadway, the actual elevation (above sea level) of two convenient points on the roadway. One would be to the left of the orbiting point and the other to the right of the orbiting point.

A sample coding for a straight level roadway, with the X axis running down the center line of the roadway, is shown in Figure 4.

RUN IDENT.	T							IRGINIA DEPAR
3-8	DF	D -10						•
1 1 1 1 1	AI	Cards						NOISE S
				l D Code	1 1000 10	VAR5 (2)	VARS (3)	VARS (4)
				12	10-16	17-23	24-30	31-37
1 CON	TRO	- 5.5	hots	0,2	•			
	11	٥ ۲	12	1,1	-1.0.0.0.0.	1, 0, 0	11.3.8.0.	
		Rd.Way	ပိ	1,1	1.1.01.0	1, 1, 10,0	1 11.3.8.0.	(//////.
-		*	ΥZ'	1,1	11,0,0,0,0.	1 1 9.0	11380,	
	12	.Obs.	×	1 2		1 1 1 1 1 1	│ <mark>╴╷╹╭┸╱┸╱╴┝╴┝╶┝╴╱╴</mark> ╱	(///////
1	1 - F		C	ode	x	Y	Z	Empty

Figure 4. Sample coding of path card for straight level roadway.

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At least three path cards must be used, but as many as are necessary to define the center line of the roadway may be used.

The length of the path, described by the X coordinate, is determined by the sum of the distances between the path points and <u>must</u> be greater than four times the maximum vehicle gap for any lane. It is generally advisable to use a roadway length of at least 10,000 feet in both directions.

The Observer Card

The card coded 12, the observer card, defines the location of the observer in the chosen coordinate system. The X coordinate for the observer is generally shown as 0.0 since usually the observer is opposite the orbiting point.

The Y coordinate of the observer is the horizontal distance that the observer is located from the center line of the roadway. It should be noted that in computing the Z coordinate of the observer the ears of the observer are generally assumed to be five feet above the ground elevation of where he is assumed to be standing. A sample coding for the observer is shown in Figure 5.

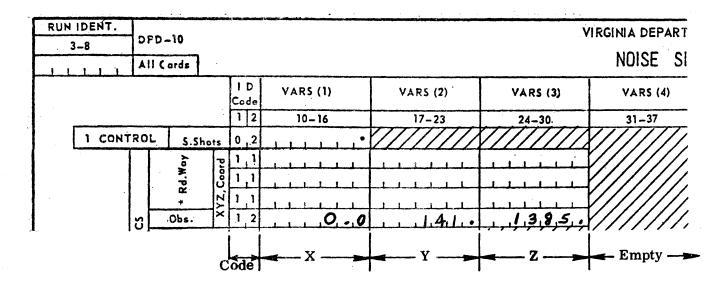


Figure 5. Sample coding for observer card.

The Lane Location Card

Cards coded 13, lane location cards, are used to specify the location of the lanes relative to the center line of the roadway. There must be one lane location card for each lane of the roadway. The first lane location card is for the lane closest to the observer, and the last card is for the lane farthest from the observer. All intermediate lanes are numbered accordingly.

The lane location cards contain, in columns 10 through 16, the distance in feet that a lane is offset horizontally from the center line and, in columns 17 through 23, the distance in feet that a lane is offset vertically from the center line.

Horizontal offsets are specified as positive (+) numbers for all lanes between the observer and the center line and as negative (-) numbers for all lanes beyond the center line. Vertical offsets are specified as positive for all lanes that are elevated with respect to the center line and as negative for all lanes that are depressed. A sample coding for a level, symmetric, eight-lane roadway is shown in Figure 6.

RUN	IDENT.	T		10	and the second	1.5.19 0 (5° at 199	\$ ************************************	n an an Connect Connection and a second s	V	IRGINIA DEPAR
	3-8	Ľ	PD-1							
11		A	ll C a	rds						NOISE S
						l D Code	VARS (1)	VAR5 (2) ·	VARS (3)	VARS (4)
	•					12	10-16	17-23	24-30	31-37
	1 CON	TRO	L	\$.She	ots	0,2	•			[]/////
	•			άy	12	1 1				//////.
				Rd.Way	Coord	1,1				//////
	•			*	ΥZ,	1 1				///////
		12	. C)bs.	٦×	1 2	i 1 1 1 1 1			
te	5	1 Z				1,3	1,54,0	1, 0,.0		
4		Ē		(e)		1,3	42.0	0,0		
ode.	5	GEOMETRICS		Offset per lane)		7,3	1, 30,00	11,01010		///////
i fie	5	20		Lana Offsot card per lar		1,3	1.8.0	0 0		
ARS		[]	{	Lane card		1,3	-18.0	0,0,0		///////
N u	5		1	, L (one c		1,3	-30.0	0,0		
es				ġ,		1 3	-42.0	0,0		//////.
entries in VARS fields. wired use another code sheet .						1,3	1-54.0	00		
	2		1							
					С	ode	Horizontal	Vertical	En	npty

Figure 6. Sample lane location card.

Propagation Cards

Air Attenuation Card

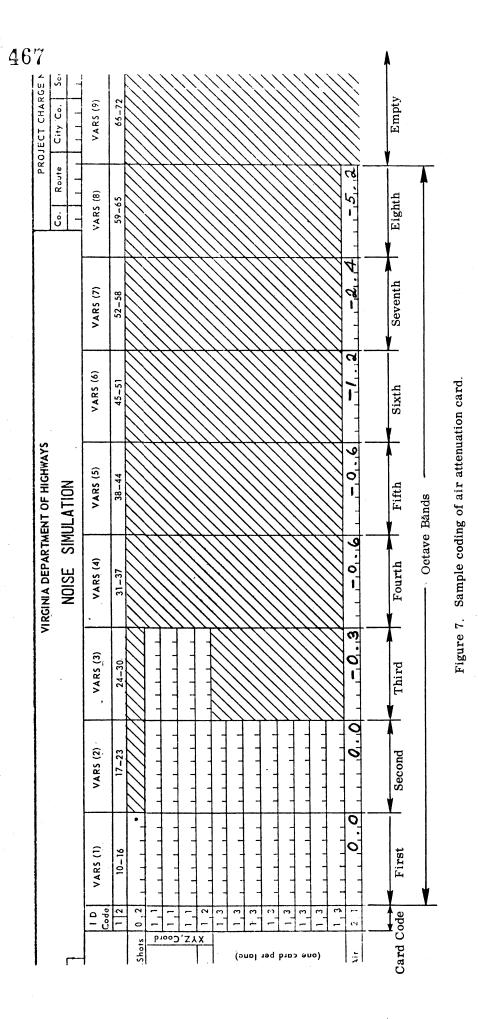
The card coded 21, the air attenuation card, is used to specify the transmission qualities of the air. This card uses eight fields, one for each of the eight octave bands on 63 to 8,000 HZ, to specify the air attenuation. The numbers of the air attenuation card are applicable to many situations and may be used unless specific data are available for the individual area. A sample coding of the air attenuation card, is shown in Figure 7.

Shielding Attenuation Card

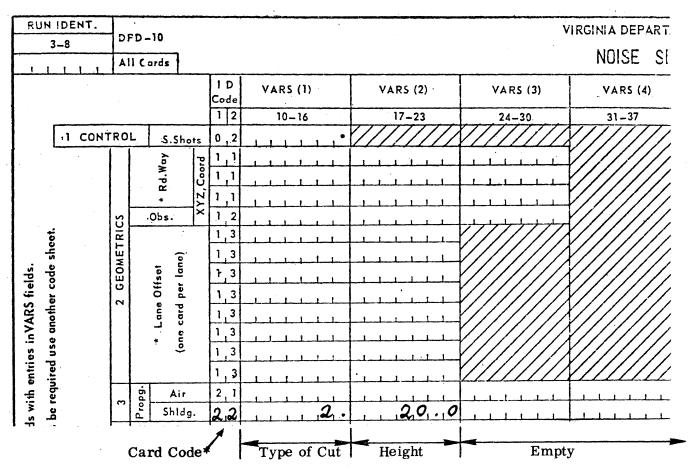
The 22 card, shielding attenuation card, contains two fields, i.e., Vars (1) and Vars (2). The first field, Vars (1) indicates the geometrics of the shielding. Vars (1) will contain a one if there is a sloped cut, i.e., if the cut makes an obtuse angle with the terrain. If the shielding is vertical Vars (1) should be coded with a two i.e., if the shielding makes a 90° angle with the terrain.

Vars (2) is used to indicate the height of the shielding expressed in feet. The 22 card is omitted from the input deck when there is no shielding, i.e, when the terrain is level with the roadway. If this card is used a 22 must be entered in the appropriate columns, i.e. columns 1-2.

A sample of the shielding attenuation card is shown in Figure 8. This sample card assumes a vertical cut or vertical shielding of twenty feet.



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*Note: If this card is used a 22 must be entered by the user in columns 1 and 2. The card code is not preprinted on the coding sheet for this card.

Figure 8. Sample shielding attenuation card.

Vehicle Category Cards

Noise Source Cards

The cards coded 31, the noise source cards, contain ten fields. The first eight fields (Vars 1-8) specify the source-noise spectrum by octave band. The ninth and tenth fields contain the reference distance, in feet, and the reference speed, in mph respectively. The first noise source card defines the noise generated by trucks, while the second defines the noise contribution from cars.

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The data shown for the noise source cards are applicable to many situations and may be used if more specific data are not available. It should be noted that <u>NCHRP Report 78</u> (Figure B14 on page 42) provides data for motorcycles and sports cars if desired. However, if a noise source card is used for either or both a traffic mix estimate must be available.

A sample coding of the noise source card is shown in Figure 9.

Traffic Characteristic Cards

The cards coded 41, the traffic mix cards, specify the percent of trucks and the percent of cars for a given lane. There must be a traffic mix card for each lane. The first traffic mix card should reference the lane closest to the observer. Traffic mix cards should be ordered by lane just as the lane offset cards were.

Traffic mix cards use two fields. The first field specifies the percent of trucks in the lane and the second specifies the percent of cars. The sum of Vars (1) and Vars (2) must equal 100% for each lane.

A sample coding for the traffic mix cards for an eight-lane roadway is shown in Figure 10.

Traffic Volume Card

The card coded 42, the traffic volume card, specifies the volume for the individual lanes. The card uses as many fields as there are lanes of roadway. The first field references the lane closest to the observer. The fields are ordered in the same manner as the lanes. Volumes are given in vehicles per hour. It is generally advisable to use the DHV (Design Hour Volume) since this will simulate the noise levels under the worst possible conditions. Usually the traffic volume projections will indicate the percent of traffic moving in each direction (i.e. 60% eastbound and 40% westbound). However, if the direction is not given the traffic would be assumed to be equally divided between all lanes.

A sample coding for the traffic volume card for an eight-lane roadway is shown in Figure 11.

Traffic Speed Card

The card coded 43, the traffic speed card, specifies the average vehicle speed for the individual lanes of the roadway. The card uses as many fields as there are lanes with the fields being ordered as on the traffic volume card. Speeds are given in miles per hour. Generally it is advisable to use the maximum speed limits since they will simulate the noise levels under the worst possible conditions.

A sample coding for the traffic speed card for an eight-lane roadway is shown in Figure 12.

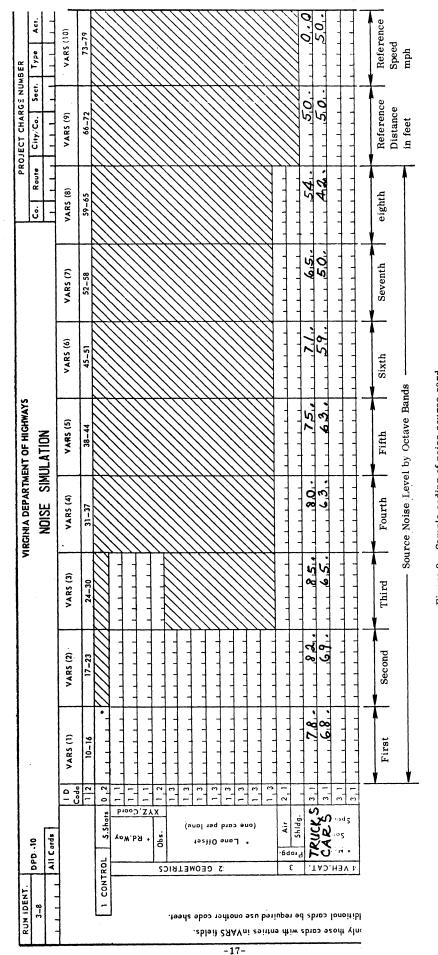


Figure 9. Sample coding of noise source card.

RUN IDENT.		PD10	<u></u>				Y	IRGINIA DEPAR
3-8								NOISE S
LILL	A	II Card	ds					
				l D Code	VARS (1)	VARS (2)	VARS (3)	VARS (4)
				12	10-16	17-23	24-30	31-37
1 CON	TRO	L	S.Shots	0 .2	•			X/////////////////////////////////////
•. • •		۱.		2 1 1				
	ŀ		Rd.Way					
en an		1	*/ ×	11,1	1 1 1 1 1 1			
	N.	Oł	os.	< 1 2		· · · · · · · · · · · · · · · · · · ·		
te .	GEOMETRICS			1 3				
she	AET		(e)	1,3				{//////
ode	EO	tes	(one card per lane)	1,3		· · ·		
		j Ŧ	per	1,3				
te te	2	l ane Offset	ard	1,3		·		///////
		- +	j U e	1 3				
S D			ق	1 3		1 1 1 1 1 1 1		(//////////////////////////////////////
ired				1,3				
in Lit margin N.F. only mose cards will entries in M.M. neus. s needed: Should additional cards be required use another code sheet.		5	Air	2,1				
pe r		Propg.	Shidg.					
n Lr. margin N.F. only mose caras with entries in PANJ iterus. s needed: Should additional cards be required use another code	F.			3,1				
	VEH.CAT	80	Source Spectrum	3,1				
	EH	* Noise	Source pectrum	3,1				
ditio	4	•	, s	3,1				
p p	S			4,1	1,0,0	90.0		
	HARACTERISTICS		e)	4,1	2.0	9.8.0		
line in the second s	ERI		jan	4,1	2.0	9.8.0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Jed.	5	chicle Tune	aniçie i ype card per İane)	4,1	2.0	9,8,0	1 1 1 1 1 1	
L P	RA			4,1	2.0	1 19.80		
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shown Ily'carc		*	one)	4,1	2.0	1 9.8.0		
nly card	FFIC	1		4,1	10.0	9.0.0		
• •	1 66-	J		1				
	С	ard	Code		Percent	Percent	Empty	
	5				of	of		
					Trucks	Cars		

Figure 10. Sample traffic characteristics card.

- 18 -

Figure 11. Sample traffic volume card.

	Act.		10)	70	$\overline{\left(\right) }$		[\int	[\int	[[/	[[[[-					ļ			
BER	Type		VARS (10)	13-79																				-			-				4			
PROJECT CHARGE NUMBER	Sect.	+		~	/	/	<u>/</u>	/	/	/	/		/		///////////////////////////////////////		/ /																	Empty
ECT CHAI	City/Co.		VARS (9)	66-72																														
PROJ	Route	+			/	/ /	<u>/</u>	//	<u>/</u>	/	Ì	/	/ /	/	/	Ź	7	7	Y	-+					יב ק ק	- 		++		-	-	٦	- 0 -	+
	۔ د		VARS (8)	59-65																	1 1												1.6.S.	MPH Lane 8
					<u>/</u>	<u>/</u>	<u>/</u>	[]	/	/	/	/	<u>/</u>	/		/			+		-								-+	-	-	-	0	-
			VARS (7)	52-58																			+ + + + + + + + + + + + + + + + + + + +					1 1 1 1		1 1 1 1			65	MPH Lane 7
					<u>/</u>	/	<u>/</u>	<u>/</u>	/	/	/	/	/ //	/	<u>/</u> //	/		++		+						+ -+ -	-	-+			4		0	
			VARS (6)	45-51																			1 1 1 1				1 1 1						62	MPH Lane 6
AYS			<u></u>		<u>/</u>		<u>/</u>		/	/	Ĺ	/	/		/	$\frac{1}{2}$		-	 	-	-	1								-			-0	
VIDCINIA DEPADTMENT OF HICHWAYS		SIMULATION	VARS (5)	38-44													1111												1111				1-1651	MPH Lane 5
DADTUEN		SIMUI	(9)		/	/	// //	/ /		/	/	/	/ /	/)	<u>/</u>)					-					+				+		5.0	
DCINIA DE		NOISE	VARS (4)	31-37																1 1 1		-											1 6	MPH Lane 4
			(3)	0						/	<u>/</u>	/		/			$\langle / / \rangle$	1 1	1 1		1 1					+ - -				 			5.0	т. С.
			VARS (3)	24-30					1 1 1 1 1 1								////	1 1 1	1 1 1	1 1 1 1	1 1 1	-		1 1 1	1			1 1	1 1 1 1			1 1 1 1	65	MPH Lane 3
		÷	5														-		-				 - -	-	1			-		-	+ - -		5.0	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
			VARS (2)	17-23					1 1						1 1 1 1	1 1 1		-	-	1 1 1	-					1			1 1 1	1 1			1.65	MPH Lane 2
				+	•			-	-		-+	+	+				-	 - -		-		 .	+	-			-						5.0	
			VARS (1)	10-16	-			-						1 1 1 1	-		-	+ - + - + -		-					-		-	1 1 1	1 1 1				6.5	MPH Lane 1
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10	2	-	1															эц		מנק													»чЖ	

- 20 -

Figure 12. Sample coding for traffic speed card.

Terminal Control Card

The card coded 01, the run card, is placed at the end of each complete data set. The run card tells the computer to process the data. The only entry on this card will be $\underline{01}$ in column 1 and 2 respectively. All other columns are empty.

Sample Input and Output Data

For the convenience of the reader a sample of the input data coding sheet, using the information from the examples shown in this report, is included as Appendix A. In addition a copy of the computer printout, actually run from the data cards shown in Appendix A, is included as Appendix B of this report.

3-8 DPD -10				Ϊλ	VIRGINIA DEPARTMENT OF HIGHWAYS	ENT OF HIGHWAYS			PR -	PROJECT CHARGE NUMBER	MBER
M.P.I.E					NDISE SIMILI ATION	II ATION			Co. Route	City/Co. Sect.	. Type
								<u> </u>	+		L-L-L-
	0 - J	VARS (1)	VARS (2)	VARS (3)	VARS (4)	VARS (5)	VARS (6)	VARS (7)	VARS (8)	VAR5 (9)	VAR5 (10)
	1 2	10-16	17-23	24-30	31-37	38-44	45-51	52-58	59-65	66-72	13-
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ן 		-30.0	00		NININ SUN	0111111		VIIIIII			
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SAMPLE INPUT DATA CODING SHEET

APPENDIX A

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APPENDIX B

·• .

	TRA	FFIC	ΝΟ	ISE	SIM	ULAT	ION
$\frac{1}{\text{SNAPSHOTS}} = 21$							
PATH POINT (X.		10000-	0.	1380.			
PATH POINT (X.		0.	0.	1380.			
PATH POINT (A)		10000.	0.	1380.		•	
DBS. POINT (X,		0.	141.	1385.	•		
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LANE OFFSET (H		30.	0.				
LANE OFFSET (H		18.	0.				· · · · · · · · · · · · · · · · · · ·
LANE OFFSET (F		-18.	0.				
LANE OFFSET (F		-30.	0.				· · · · · · · · · · · · · · · · · · ·
LANE OFFSET (F		-42.	0.				
LANE OFFSET (F	-	-42.	0.				• • • • • • • • • • • • • • • • • • •
						•	
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) 65.00 T) =	63.00	63.00	<u>0 HZ</u> 59∙00	50.00	42.00	
68.00 69.00 REF. DIST. (F)	0 65.00 T) = PH) = .9	63.00 50. 50.00	63.00	<u>)0 HZ</u> 59∙00	50.00		· · · · · · · · · · · · · · · · · · ·
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68.00 69.00 REF. DIST. (FI REF. SPEED (MF MIX FOR LANE	0 65.00 T =	63.00 50. 50.00 90.00 98.00	63.00	59.00	50.00		-
68.00 69.00 REF. DIST. (FI REF. SPEED (MF MIX FOR LANE MIX FOR LANE	$\begin{array}{c} 0 & 65 \cdot 00 \\ \hline 1 & = \\ 1 & 10 \cdot 00 \\ \hline 2 & 2 \cdot 00 \end{array}$	63.00 50. 50.00 90.00 98.00 98.00	63.00	59.00	50.00		-
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE MIX FOR LANE	$\begin{array}{c} 0 & 65 \cdot 00 \\ \hline 1 & = \\ 1 & 10 \cdot 00 \\ \hline 2 & 2 \cdot 00 \\ \hline 3 & 2 \cdot 00 \end{array}$	63.00 50.00 50.00 90.00 98.00 98.00 98.00	63.00	59.00	50.00		
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE MIX FOR LANE MIX FOR LANE	$\begin{array}{c} 0 & 65 \cdot 00 \\ \hline 1 & = \\ \hline 1 & 10 \cdot 00 \\ \hline 2 & 2 \cdot 00 \\ \hline 3 & 2 \cdot 00 \\ \hline 4 & 2 \cdot 00 \end{array}$	63.00 50.00 50.00 90.00 98.00 98.00 98.00 98.00	63.00	59.00	50.00		
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE MIX FOR LANE MIX FOR LANE MIX FOR LANE	$\begin{array}{c} 0 & 65 \cdot 00 \\ \hline 1 & = \\ \hline 1 & 10 \cdot 00 \\ \hline 2 & 2 \cdot 00 \\ \hline 3 & 2 \cdot 00 \\ \hline 4 & 2 \cdot 00 \\ \hline 5 & 2 \cdot 00 \end{array}$	63.00 50.00 50.00 90.00 98.00 98.00 98.00 98.00 98.00	63.00	59.00	50.00		
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE MIX FOR LANE MIX FOR LANE MIX FOR LANE MIX FOR LANE	$\begin{array}{c} 0 & 65 \cdot 00 \\ \hline 1 & = \\ \hline 1 & 10 \cdot 00 \\ \hline 2 & 2 \cdot 00 \\ \hline 3 & 2 \cdot 00 \\ \hline 4 & 2 \cdot 00 \\ \hline 5 & 2 \cdot 00 \\ \hline 6 & 2 \cdot 00 \\ \hline \end{array}$	63.00 50. 50.00 90.00 98.00 98.00 98.00 98.00 98.00 98.00	63.00	59.00	50.00		
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE	$\begin{array}{c} 0 & 65 \cdot 00 \\ \hline 0 & 5 \\ \hline 1 & 10 \cdot 00 \\ \hline 2 & 2 \cdot 00 \\ \hline 3 & 2 \cdot 00 \\ \hline 3 & 2 \cdot 00 \\ \hline 4 & 2 \cdot 00 \\ \hline 5 & 2 \cdot 00 \\ \hline 6 & 2 \cdot 00 \\ \hline 7 & 2 \cdot 00 \\ \hline 8 & 10 \cdot 00 \\ \hline 000 & 1 \\ \hline ANES \end{array}$	63.00 50.00 50.00 90.00 98.00 98.00 98.00 98.00 98.00 98.00 98.00 98.00 98.00 98.00 1-8	63.00	59.00	50.00		
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE FLOW IN VPH FO 1034.0 1034.0	$\begin{array}{c} 65.00\\ \hline \\ 1 \\ = \\ 1 \\ 10.00\\ \hline \\ 2 \\ 2.00\\ \hline \\ 3 \\ 2.00\\ \hline \\ 4 \\ 2.00\\ \hline \\ 5 \\ 2.00\\ \hline \\ 6 \\ 2.00\\ \hline \\ 6 \\ 2.00\\ \hline \\ 6 \\ 2.00\\ \hline \\ 8 \\ 10.00\\ \hline \\ 0 \\ R \\ LANES\\ \hline \\ 0 \\ 1034.00 \end{array}$	$\begin{array}{c} 63.00 \\ 50. \\ 50. \\ 50. \\ 0 \\ 50. \\ 0 \\ 90.00 \\ 0 \\ 98.00 \\ 0 \\ 0 \\ 98.00 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	63.00	59.00	50.00		
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE	$\begin{array}{c} 65.00\\ \hline 1 \\ = \\ \hline 1 \\ 10.00\\ \hline 2 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 4 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 6 \\ 2.00\\ \hline 7 \\$	$\begin{array}{c} 63.00 \\ 50. \\ 50. \\ 50. \\ 0 \\ 50. \\ 0 \\ 90.00 \\ 0 \\ 98.00 \\ 0 \\ 0 \\ 98.00 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	63.00	59.00 1551.0	50.00 1551.0	1551.0 65.0	
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE FLOW IN VPH FO 1034.0 1034.0 SPEED IN MPH 50	$\begin{array}{c} 65.00\\ \hline 1 \\ = \\ \hline 1 \\ 10.00\\ \hline 2 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 4 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 6 \\ 2.00\\ \hline 7 \\$	63.00 $50.$ $50.$ 0 90.00 98.00 98.00 98.00 98.00 98.00 98.00 98.00 0 98.00 0 98.00 $1-8$ 1034.0 5 $1-8$	63.00	59.00 1551.0	50.00 1551.0	1551.0 65.0	
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE FLOW IN VPH FO 1034.0 1034.0 SPEED IN MPH 10 65.0 65.0	$\begin{array}{c} 65.00\\ \hline 1 \\ = \\ \hline 1 \\ 10.00\\ \hline 2 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 4 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 6 \\ 2.00\\ \hline 7 \\$	63.00 $50.$ $50.$ 0 90.00 98.00 98.00 98.00 98.00 98.00 98.00 98.00 0 98.00 0 98.00 $1-8$ 1034.0 5 $1-8$	63.00	59.00 1551.0	50.00 1551.0	1551.0 65.0	
68.00 69.00 REF. DIST. (F) REF. SPEED (MF MIX FOR LANE MIX FOR LANE FLOW IN VPH FO 1034.0 1034.0 SPEED IN MPH 10 65.0 65.0	$\begin{array}{c} 65.00\\ \hline 1 \\ = \\ \hline 1 \\ 10.00\\ \hline 2 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 4 \\ 2.00\\ \hline 3 \\ 2.00\\ \hline 6 \\ 2.00\\ \hline 7 \\$	63.00 $50.$ $50.$ 0 90.00 98.00 98.00 98.00 98.00 98.00 98.00 98.00 0 98.00 0 98.00 $1-8$ 1034.0 5 $1-8$	63.00	59.00 1551.0 65.0	50.00 1551.0 65.0	1551.0 65.0	

APPENDIX	В	continued
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3554 DB/ 74	4. 318 A C 37 8 E POPU	36. 284 DBC 21.09 JLATION	43. 232 75.41 FOR LAD	28. 1 B 76.5 NES 1	116. 5 ANDS 63 2 73.27 - 8	- 2000 +	HZ 70-38		57.23	48.
3554 DH/ 74 VEHICL 1	4. 318 A C 37 8 E POPU 4.	36. 284 DBC 21.09 JLATION 0.	43. 232 	28. 1 B 76.5 NES 1 0.	116. 5 ANDS 63 2 73.27 - 8	- 2000 + 70,73	HZ 70.38	- <u>66-28</u>	57.23	48.
3554 DH/ 74 VEHICL 1 2 IRAEEL	4. 318 3.7 5 <u>5.8000</u> <u>4.12</u> IC SPAN	36. 284 DBC 51.09 JLATION 0. 8. N. (FI) f	43. 232 75.41 FOR LAN 0. 8. FOR LAN	28. 1 	116. 5 ANDS 63 2 73.27 - 8 0. 8.	- 2000 + 70.73	1Z 70.38 0. 8.	0. 4.		48.
3554 DB/ 74. VEHICL 1 2 IRAEEJ 4989	4. 318 3.7 5 <u>4.</u> 12. 1C SPAN 9. 235	36. 284 DBC 31.09 JLATION 0. 8. N. (FT) f 34. 210	43. 232 75.41 FOR LAN 0. 8. FOR LAN	28. 1 	116. 5 ANDS 63 2 73.27 - 8 0. 8. 939. 5	- 2000 + 70.73 0. 4. 62. 172	12 70.38 0. 8. 29. 10	0. 4.		43.
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3554 DH/ 74. VEHICL 1 2 IRAEEJ 4955 DB/ 78.5	4. 318 A C 37 8 <u>4.</u> 12. IC SPAN 9. 233 A F 50 8	36. 284 DBC 21.09 JLATION 0. 8. N. (FT) f 34. 210 DBC 35.17	43. 232 75.41 FOR LAN 0. 8. EDR LANE 04. 312 76.5E FOR LAN	28. 1 P 76.5 NES 1 0. 8. ES 1 - 25. 8. 75.5 NES 1	116. 5 ANDS 63 2 73.27 - 8 0. 8 - 8 939. 5 ANDS 53 50 80.75 - 8	- 2000 + 70.73 0. 4. 62. 172 - 8000 + 76.23	HZ 70.38 0. 8. 29. 10/ HZ 72.88	0. 0. 4. 40. 58.83		
3554 DH/ 74. VEHICL 1 2 IRAEEJ 4955 DB/ 78.5	4. 318 A C 37 8 <u>4.</u> 12. IC SPAN 9. 233 A F 50 8	36. 284 DBC 21.09 JLATION 0. 8. N. (FT) f 34. 210 DBC 35.17	43. 232 75.41 FOR LAN 0. 8. EDR LANE 04. 312 76.5E FOR LAN	28. 1 P 76.5 NES 1 0. 8. ES 1 - 25. WES 1 0.	116. 5 ANDS 63 2 73.27 - 8 0. 8 - 8 939. 5 ANDS 53 50 80.75 - 8	- 2000 + 70.73 0. 4. 62. 172 - 8000 + 76.23	HZ 70.38 0. 8. 29. 104 HZ 72.88	0. 4. 40. 68.83	.61.6V	
3554 DB/ 74. VEHICL 1 2 IRAEFJ 4955 0B/ 78.5 VEHICL 1 2	4. 318 37 5 50 285 4. 12. 1C SPAN 9. 285 4. 12. 50 5 50 50 5 50 5	36. 284 DBC 21.09 JLATION 0. 8. N (FT) f 34. 210 DBC 35.17 JLATION 0. 8. N (FT) f	43. 232 75.41 FOR LAP 0. 8. FOR LANE 0. 3. FOR LANE 0. 4. FOR LANE	28. 1 P 76.5 NES 1 0. 3. ES 1 - 75.5 NES 1 0. 4. ES 1 -	116. 5 ANDS 63 2 73.27 - 8 0. 8 989. 5 ANDS 53 50 20.75 - 8 1. 3.	- 2000 + 70.73 0. 4. 62. 172 - 8000 + 76.23	HZ 70.33 0. 8. 29. 10 HZ 72.88 0. 4.	0. 0. 4. 40. 68.83 0. 4.	.61.6V	
3554 DH/ 74. VEHICL 1 2 IRAEEJ 4989 0B/ 78.9 VEHICL 1 2 IRAEE 156	4. 318 A C 37 8 E POPU 4. 12. IC SPAN 50 8 E POPU 2. 5. IC SPAN 1. 33	36. 284 DBC 21.09 JLATION 0. 3. N (FT) f 34. 210 DBC 35.17 JLATION 0. 3. N (FT) f 34. 8:	43. 232 75.41 FOR LAP 0. 8. FOR LANE 04. 312 76.58 FOR LANE 0. 4. FOR LANE 0. 4. FOR LANE 34. 114	28. 1 P 76.5 NES 1 0. 3. ES 1 - 75.5 NES 1 0. 4. ES 1 - 48.	116. 5 ANDS 63 2 73.27 - 8 0. 8 989. 5 ANDS 53 50 20.75 - 8 1. 3. - 8 1. 3.	$ \begin{array}{c} - & 2000 + \\ - & 2000 + \\ 70.73 \\ 0. \\ 4. \\ 62. & 172 \\ - & 8000 + \\ 76.23 \\ 0. \\ 4. \\ 08. & 12 \end{array} $	HZ 70.33 0. 8. 29. 10. HZ 72.88 0. 4. 21. 20	0. 0. 4. 40. 68.83 0. 4. 35.	61.60	
3554 DB/ 74. VEHICL 1 2 IRAEEJ 4950 0B/ 78.5 VEHICL 1 2 IRAEE 1563	4. 318 37 5 50 283 10 SPAN 9. 283 4. 12 12. 12 12. 12 50 8 50 8	36. 284 DBC 21.09 ULATION 0. 3. N. (ET) f 34. 210 DBC 35.17 ULATION 0. 8. N. (ET) f 34. 8. DBC	43. 232 75.41 FOR LAN 0. 8. EDR LANE 04. 312 76.58 FOR LAN 0. 4. EOR LAN 0. 4. EOR LAN	28. 1 P 76.5 NES 1 0. 8 75.5 NES 1 0. 4. ES 1 - 4. 8 8 75.5 8 75.5 8 75.5 8 75.5 8 75.5 8 8 75.5 8 8 75.5 8 8 8 8 8 8 8 8 8 8 8 8 8	116. 5 ANDS 63 2 73.27 - 8 0. 8 939. 5 ANDS 63 - 8 1. 3. - 8 463. 5	$ \begin{array}{c} - & 2000 + \\ - & 70.73 \\ 0. \\ 4. \\ 62. & 172 \\ - & 8000 + \\ 76.23 \\ 0. \\ 4. \\ 08. & 12 \\ - & 8006 + \\ 0. \\ 4. \\ 0. \\ 0. \\ 4. \\ 0. \\ 0. \\ 0. \\ 0. \\ 0. \\ 0. \\ 0. \\ 0$	HZ 70.38 0. 8. 29. 10. HZ 72.88 0. 4. 21. 20 HZ	0. 0. 4. 68.63 0. 4. 35.	61.60	51.
3554 DB/ 74. VEHICL 1 2 IRAEEJ 4950 0B/ 78.6 VEHICL 1 2 IRAEE 1563	4. 318 37 5 57 6 4. 12 12 12 12 50 50 50 50 50 50 50 50 50 50	36. 284 DEC 21.09 JLATION 0. 3. N. (FT) f 34. 210 DEC 35.17 JLATION 0. 8. N. (FT) f 34. 8. DEC 80.32	43. 232 75.41 FOR LAN 0. 8. EDR LANE 04. 312 76.58 FOR LANE 0. 4. EDR LANE 0. 4. EDR LANE 0. 4. EDR LANE 0. 4. EDR LANE 0. 4. EDR LANE 0. 76.58 EDR LANE 0. 74.82 EDR LANE	28. 1 P 76.5 NES 1 0. 8 75.5 NES 1 0. 4. ES 1 - 4. 8 75.5 75.5 75.5 8 75.5 75.	116. 5 ANDS 63 2 73.27 - 8 0. 8 939. 5 ANDS 63 0 20.75 - 8 1. 3. - 8 463. 5 ANDS 63 3. - 8 1. 3.	$ \begin{array}{r} - & 2000 + \\ - & 70.73 \\ 0. \\ 4. \\ 62. & 172 \\ - & 8000 + \\ 76.23 \\ 0. \\ 4. \\ 03. & 12 \\ - & 8000 + \\ 6.9.81 \\ \end{array} $	HZ 70.38 0. 8. 29. 10. HZ 72.88 0. 4. 21. 20 HZ	0. 0. 4. 68.63 0. 4. 35.	61.60	51.
3554 DB/ 74. VEHICI 1 2 IRAEFJ 4955 0B/ 78.5 VEHICI 1 2 IRAEF 1561 03/ 73.6 VEHICI 1	4. 318 37 5 57 6 4. 12 12 12 12 50 50 50 50 50 50 50 50 50 50	36. 284 DEC 21.09 JLATION 0. 3. N. (FT) f 34. 210 DEC 35.17 JLATION 0. 8. N. (FT) f 34. 8. DEC 80.32	43. 232 75.41 FOR LAN 0. 8. EDR LANE 04. 312 76.58 FOR LANE 0. 4. EDR LANE 0. 4. EDR LANE 0. 4. EDR LANE 0. 4. EDR LANE 0. 4. EDR LANE 0. 76.58 EDR LANE 0. 74.82 EDR LANE	28. 1 P 76.5 NES 1 0. 8 75.5 NES 1 0. 4. ES 1 - 4. 8 75.5 75.5 75.5 8 75.5 75.	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{r} - & 2000 + \\ - & 70.73 \\ 0. \\ 4. \\ 62. & 172 \\ - & 8000 + \\ 76.23 \\ 0. \\ 4. \\ 03. & 12 \\ - & 8000 + \\ 6.9.81 \\ \end{array} $	HZ 70.38 0. 8. 29. 10. HZ 72.88 0. 4. 21. 20 HZ	0. 0. 4. 68.63 0. 4. 35.	61.60	51.
3554 DH/ 74. VEHICL 1 2 IRAEEJ 4989 0 4989 78.9 VEHICL 1 2 IRAEE 1561 03/ 73.6 VEHICL 1 2 IRAEE 12 TRAEE	4. 318 A C 37 E POPU 4. 12. IC SPAN 9. 233 A F 50 2. 50 E POPU 2. 5. IC SPAN 1. 3. 4. 1. 3. 4. 1. 3. 4. 1. 3. 5. 1. 3. 5. 1. 5. 1. 5. 5. 1. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.	36. 284 DBC P1.09 JLATION 0. 8. N.(ET) f 34. 210 DBC 35.17 JLATION 0. 8. N.(ET) f 0. 8. N.(ET) f 0. 1. N.(ET) f 0. 1. N.(ET) f 0. 1. N.(ET) f 0. 1. N.(ET) f 0. 1. N.(ET) f 0. 1. N.(ET) f 0. 1. N.(ET) f 0. 1. N.(ET) f 0. N.(ET) f 0. N.	43. 232 75.41 FOR LAN 0. 8. FOR LANE 04. 312 76.5E FOR LAN 0. 4. FOR LAN 74.82 FOR LAN 0. 8. FOR LAN	28. 1 P 76.5 NES 1 0. 3. ES 1 - 25. NES 1 0. 4. ES 1 - 48. NES 1 0. 8. ES 1 -	116. 5 ANDS 63 2 73.27 - 8 0. 8 939. 5 ANDS 53 50 20.75 - 8 1. 3. - 8 463. 5 3ANDS 63 35 71.95 - 8 3ANDS 63 35 71.95 - 8 8 463. 5 30 8 463. 5 30 8 30 7 30 8 30 8 30 8 30 8 30 8 30 8	$ \begin{array}{c} - & 2000 + \\ - & 2000 + \\ - & 70 - 73 \\ \end{array} $	HZ 70.38 0. 8. 29. 104 HZ 72.88 0. 4. 21. 20 HZ 69.74 0. 8. 31. 14	66.23 0.4 40. 68.83 0. 4. 35. 55.64 0. 3. 30.	61.60 55.4E	51.

HICL 3094 DBA 75.0 HICL AEEI 5002	C SPAN 241 Di 5 2 E POPU 1 0 7 0 C SPAN 233	(ET) F 4. 263 BC 1.74 LATION 0. 3. (ET) F 5. 16	<u>EDR LANE</u> 38. 2399 76.25 EDR LANI 0. 8. EOR LANE 33. 1279	$\begin{array}{c} 5 & 148 \\ & 3AN \\ 77 & 27 \\ \hline \\ 5 & 1 & - \\ 0 & \\ 4 & \\ 5 & 1 & - \\ 8 & 30 \\ \hline \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	24. 164 8000 ⊢ 71.21 0. 4. 21. 3€	7. 44 17 7.1.20 0. 4.	0. 4.	58.00	49.59
HICL 3094 DBA 75.0 HICL	C SPAN • 241 Di 5 9 F POPU 1 • 7 •	(FT) F 4. 263 5C 1.74 LATION 0. 8.	76.25 FOR LANE 0.	BAN 3AN 77-27 5 1 - 0. 4.	1. 160 05 63 - 73.28 8 0. 3.	04. 164 8000 ⊢ 71.21	7.1.20	67 .13	58.00	49.59
AFEI 3094 DBA 75.0	C SPAN 241 Di 5 8	(FT) F 4 263 BC 1 74	76.25	5. 148 BAN 77.27	1. 150 05 63 - 73.28	8000 H 71.21	1Z 7.120	67.13	58.00	49.69
AEEI	C SPAN	<u>(ET)</u>	OR LANE							
HICL										
HICL	0.	9 •	0. 8.	8.		<u> </u>	<u> </u>	4.		
	E POPU	ATION	FUR LAN	<u>sı</u>	8			ny sa kangan sakananan manakir san di adalah ku		48.19
DBA	Di				ns 63 -	8000 H	17	******		
AFFI	C SPAN	(ET) E	TOR LANES	<u>51-8</u>	and to the Residence of Marcola Section (1996)					
	0.	0.	FOR LANE	0.	0.	0.	0.	<u>0</u> •		an a
DBA	D	4C	7.3.00	BAN	DS 63 -	- 8000 H	Z			46.00
AFF1 2528	C SPAN 335	<u>(FT)</u> 7. 151	OR LANES 4. 1830	<u>5 1 - 8</u> 5. 208	6. 131	1. 7ŭ	7. 107	7.		
	0.	0.		0.		0.4.				
			74.63		- 75-30 -	71.53	69.90	65.80	57.45	48.20
			OR LANES 38. 2015							• • • • • • • •
				* i	B	4.	4.	5.		
	POPUL	ATION	FOR LANE	<u>s 1 -</u>	8		0.		~~~	
DBA		3 C	77.45	JAN	05 03 -	8000 H	a a a a a a a Z			51.15
AFE 1 (31 7 4)	- SPAN - 524	(FT) F	08 (ANES 06. 1206	<u>5 1 - 8</u> 5 - 53	2. 82	0. 70	5. 109	9.		
	3.	0.	FUR LANÉ 0. 4.	0.	0.	0.	Û . 4	0.4.		· •
			77.45				73.45	69.40	62.31	52.08
5075	1357	7. 241	08 LANES 6. 2571	. 112	4. 125	4. 128				
		<u>8</u> .	1 • 7 •	<u></u>	3.	8.	0. 8. 8.	2.		
	E POPUL	ATION	FOP LANE	s 1 -	8		0.			40.02
	. Di	3 C		HAN		8000 H			• • • • • • • • • •	43.62
DBA 5.0										

APPENDIX B continued

		84.06		78.64	79.16	8000 H 74.86	72.13	68.05 6	0.36	50.5
VEHIC 1	CLE PO	PULATION 1.	FOR LAN	ES 1 -	8	^	~	, 		
2		 7.		U	<u> </u>	0• 4•	0• 4•	0 • 4 •		
TRAFF	FIC SP	AN (FT) F								
177	71. 2.	844. 259	91. 150	2. 71	8. 32	2. 17	0. 63	1.		
- DF	BA	DBC		HAN	IDS 63 -	8000 H	7			****
74	.07	80.78	75.15	76.24	72.83	70.39	70.11	66.02 5	6	48.4
		PULATION		ES 1 -						
1 2	2.	0. 8.	0.	0.	0.	0.	0.	0.		· •
								4.		و بید این این
TRAFE 34(EIC SP	AN (FI) F 464• 139	$\frac{10R}{7}$ $\frac{1}{316}$	$\frac{S_1 - e}{7_2 - 94}$	3 48	17. 55	0. 45	0		

	BA •12	DBC 81.84	75.33	BAN 76∎38	NDS 63 - 75₊71	• 8000 H 72.08	Z 70-55	66.45 5	າ.ລວ	48.7
									(.	40
<u>venic</u> 1	$0 \bullet$	PULATION 0.	O.		2.	0.	0.	1.		of Change & Constant of Constants
2	8.	<u> </u>			10.	4.	4.	7.		
		AN (FT) F	OR LANE	<u>s 1 - e</u>	}	THE THE TRANSPORT OF A SAME OF A STATE				
235	54 . 2'	920. 223	31. 167	0. 168	31. 49	6. 38	0. 137	3.		
DE	BA	DBC		BAN	IDS 63 -	8000 H	Ζ	60 . 55 5	*****	* * * *
						71.47	70.64	66.55 5	773.	48.9
VEHIC 1		DULATION				~	-			-
		0.	0.	0.		0•	1.	1.		
_2			<u> </u>	8	<u> </u>	4.		7.		
TRAFF 24	FIC SP 73 • 1	<mark>AN (FT)</mark> F 510• 207	OR LANE 7. 338	<u>51-8</u> 4. 64	+0• 102	24. 145	1. 152	7.	- 100	···· • • • • • • • • • • • • • • • • •
TRAFF 24 DE	EIC SP 73. 10 BA	AN (FT) E 510. 207 DBC	OR LANE 7. 338	<u>S 1 - 8</u> 4. 64 BAN	0. 102 NDS 63 -	- 8000 H	1. 152 Z	7.		
TRAFF 24 DE	FIC SP. 73. 1	AN (FT) E 510. 207 DBC	OR LANE 7. 338	<u>S 1 - 8</u> 4. 64 BAN	0. 102 NDS 63 -	- 8000 H	1. 152 Z	7.		48.5
TRAFE 24 DE 73	EIC SP/ 73. 1/ BA .97 CLE PD/	AN (EI) E 610. 207 DBC 80.67 PULATION	OR LANE 7. 338 75.20 FOR LAN	S 1 - 8 4. 64 BAN 76.21 ES 1 -	NDS 63 - 72.22	- 8000 H - 70-14	1. 152 Z 70.12	7 . 66 . 04 5		48.5
TRAFF 24 DE 73	EIC SP. 73. 19 BA .97	AN (EI) E 610. 207 DBC 80.67 PULATION	OR LANE 7. 338 75.20	$\frac{S 1 - 8}{4 \cdot 64}$ $\frac{BAN}{76 \cdot 21}$ $\frac{ES 1 - 0}{0 \cdot 64}$	NDS 63 - 72.22 8 0.	24. 145 - 8000 H - 70.14	1. 152 Z 70.12	7. <u>-66.04</u> 5	6.33	48.5
TRAFF 24 DE 73, VEHIC 1 2	EIC SP 73. 1 BA .97 CLE PDI 0. 8.	AN (FT) F 510. 207 DBC 90.67 PULATION 0. 8.	OR LANE 7. 338 75.20 FOR LAN 0. 8.	S 1 - 8 4. 64 BAN 76.21 ES 1 - 0. 4.	NDS 63 - 72.22 8 0. 8.	24. 145 - 8000 H - 70.14	1. 152 Z 70.12	7. <u>66.04</u> 51 1. 3.	6 <u>.</u> 93	48.5
TRAFF 24 DE 73 VEHIC 1 2 TRAFF	EIC SP 73. 10 BA .97 CLE PDI 0. 8. EIC SP	AN (FI) F 510. 207 DBC B0.67 PULATION 0.	OR LANE 7. 338 75.20 FOR LAN 0. 8.	S 1 - 8 $4 \cdot 64$ BAN $76 \cdot 21$ ES 1 - 0 $4 \cdot$ S 1 - 8	NDS 63 - 72.22 8 0. 8.	24. 145 - 8000 H - 70.14 0. - 3.	1. 152 Z 70.12 0. 8.	7. <u>66.04</u> 51 1. 3.	6 <u>.</u> 93	48.5
TRAFF 24 DE 73 VEHIC 1 2 TRAFF 187	EIC SP 73. 1 BA .97 CLE PDI 0. 8. EIC SP 78. 1	AN (FT) F 510. 207 DBC 90.67 PULATION 0. 8. AN (FT) F 882. 320	OR LANE 7. 338 75.20 FOR LAN 0. 8.	S 1 - 8 BAN 76.21 ES 1 - 0. 4. S 1 - 8 2. 113 13	NDS 63 - 72.22 8 0. 8. 8. 36. 161	24. 145 - 8000 H - 70.14 0. 3. 5. 68	1. 152 Z 70.12 0. 8. 0. 173	7. <u>66.04</u> 51 1. 3.	6 <u>.</u> 93	48.5
TRAFF 24 DE 73 VEHIC 1 2 TRAFF 187 DE	EIC SP 73. 10 BA .97 CLE PDI 0. 8. EIC SP	AN (FI) E 510. 207 DBC 90.67 PULATION 0. 8. AN (FI) E 882. 320 DBC	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 08. 114	$\frac{S 1 - 8}{4 \cdot 64}$ $\frac{BAN}{76 \cdot 21}$ $\frac{ES 1 - 6}{4 \cdot 64}$ $\frac{S 1 - 8}{2 \cdot 11}$ BAN	0. 102 NDS 63 - 72.22 8 0. 8. 36. 161	24. 146 - 8000 H - 70.14 0. 3. 5. 68	1. 152 Z 70.12 0. 8. 0. 173 Z	7. <u>66.04</u> 51 1. 3.	6.33 	
IRAFE 24 DE 73 VEHIC 1 2 IRAFE 187 DE 74	EIC SP 73. 10 BA .97 CLE PDI 0. 8. EIC SP 78. 11 BA .32	AN (FI) E 510. 207 DBC 90.67 PULATION 0. 8. AN (FI) E 882. 320 DBC	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 08. 114 75.15	$ \begin{array}{r} S & 1 & - & 8 \\ 4 & & 64 \\ BAN \\ 76 & 21 \\ ES & 1 & - \\ 0 & \\ 4 & \\ S & 1 & - & 8 \\ 2 & & 113 \\ BAN \\ 76 & 37 \\ \end{array} $	NDS 63 - 72.22 8 0. 8. 36. 161 1DS 63 - 73.74	24. 146 - 8000 H - 70.14 0. 3. 5. 68	1. 152 Z 70.12 0. 8. 0. 173 Z	7. <u>66.04</u> 51 <u>1.</u> <u>3.</u> 8. <u>65.03</u> 5	6.33 	••••••
IRAFE 24 DE 73 VEHIC 1 2 IRAFE 187 OE 744 VEHIC 1 2 VEHIC 1 2	EIC SP 73. 10 8A .97 CLE PDI 0. 8. EIC SP 78. 10 8A .32 CLE PDI 1.	AN (FI) F 510. 207 DBC B0.67 PULATION 0. 8. AN (FI) F 882. 320 DBC 81.04 PULATION 0.	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 08. 114 75.15 FOR LAN 0.	$ \begin{array}{r} S & 1 & - & 8 \\ 4 & & 64 \\ BAN \\ 76 & 21 \\ ES & 1 & - \\ 0 & 4 \\ 2 & 113 \\ BAN \\ 76 & 37 \\ ES & 1 & - \\ 0 & 0 \\ 0 & 0 \\ \end{array} $	0. 102 NDS 63 - 72.22 8 0. 8 36. 161 NDS 63 - 73.74 8 0.	24. 145 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H - 70.86	1. 152 Z 70.12 0. 8. 0. 173 Z 70.18	7. <u>66.04</u> 51 1. 3. 8. 65.0355 0.	6.33 7.20	48.4
TRAFF 24 DE 73. VEHIC 1 2 IRAFF 187 0E 74. VEHIC 1 2	EIC SP 73. 10 8A .97 CLE PDI 0. 8. EIC SP 78. 13 8A .32 CLE PDI 1. 15.	AN (FI) E 510. 207 DBC 30.67 PULATION 0. 8. AN (EI) E 882. 320 DBC B1.04 PULATION 0. 8.	DR LANE 7. 338 75.20 FOR LAN 0. 8. DR LANE 08. 114 75.15 FOR LAN 0. 8.	S 1 - 8 $4 \cdot 64$ BAN $76 \cdot 21$ ES 1 - 6 $2 \cdot 113$ BAN $76 \cdot 37$ ES 1 - 6 $3 \cdot 37$	NDS 63 - 72.22 8 0. 8. 36. 161 NDS 63 - 73.74 8 0. 8.	24. 146 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H 70.86	1. 152 Z 70.12 0. 8. 0. 173 Z 70.18	7. <u>66.04</u> 51 <u>1.</u> <u>3.</u> 8. <u>65.03</u> 5	6.33 7.20	48.4
IRAFF 24 DE 73. VEHIC 1 IRAFF 187 OE 74. VEHIC 1 2 IRAFF 187 VEHIC 2 IRAFF 12 IRAFF 12 IRAFF	EIC SP 73. 1 73. 1 8A 97 CLE PDI 0. 8. EIC SP 1. 15. EIC SP	AN (FI) F 510. 207 DBC B0.67 PULATION 0. 8. AN (FI) F 882. 320 DBC 81.04 PULATION 0.	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 0. 75.15 FOR LAN 0. 8. OR LANE	$ \begin{array}{r} S & 1 & - & 8 \\ 4 & & 64 \\ BAN \\ 76 & 21 \\ ES & 1 & - \\ 0 & 4 \\ S & 1 & - & 8 \\ 8AN \\ 76 & 37 \\ ES & 1 & - \\ 0 & 8 \\ S & 1 & - & 8 \\ \end{array} $	0. 102 NDS 63 - 72.22 8 0. 8 36. 161 NDS 63 - 73.74 8 0. 8.	24. 146 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H - 70.86 0. 8.	1. 152 Z 70.12 0. 8. 0. 173 Z 70.15 0. 4.	7. <u>66.04</u> 51 <u>1.</u> <u>3.</u> 8. <u>65.03</u> 5 <u>0.</u> <u>4.</u>	6.33 7.20	48.4
IRAFF 24 DE 73 VEHIC 1 2 IRAFF 187 DE 74 VEHIC 1 2 IRAFF 1 2 IRAFF 296	EIC SP 73. 10 8A 97 CLE PDI 0. 8. EIC SP 78. 11 8A .32 CLE PDI 1. 15. EIC SP 68. 20	AN (FI) E 510. 207 DBC 30.67 PULATION 0. 8. AN (FI) E 882. 320 DBC 81.04 PULATION 0. 8. AN (FI) E 986. 231	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 0. 75.15 FOR LAN 0. 8. OR LANE	$ \begin{array}{r} S & 1 & - & 8 \\ 4 & & 64 \\ BAN \\ 76 & 21 \\ ES & 1 & - \\ 0 & 4 \\ S & 1 & - & 8 \\ 2 & 113 \\ BAN \\ 76 & 37 \\ ES & 1 & - \\ 0 & 8 \\ S & 1 & - & 8 \\ 4 & 129 \\ 4 & 129 \\ \end{array} $	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	24. 146 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H 70.86 0. 8. 7. 115	1. 152 Z 70.12 0. 8. 0. 173 Z 70.15 0. 4. 7. 33	7. <u>66.04</u> 51 <u>1.</u> <u>3.</u> 8. <u>65.08</u> 5 <u>0.</u> <u>4.</u> 6.	6.33 7.20	48.4
TRAFF 24 DE 73 VEHIC 1 2 TRAFF 187 DE 74 DE 74 VEHIC 1 2 TRAFF 187 DE 744 DE 744 DE TRAFF DE DE DE	EIC SP 73. 1 73. 1 8A 97 CLE PDI 0. 8. EIC SP 1. 15. EIC SP	AN (FI) F 510. 207 DBC 30.67 PULATION 0. 8. AN (FI) F 882. 320 DBC B1.04 PULATION 0. 8. AN (FI) F 986. 231	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 0. 8. FOR LAN 0. 8. FOR LAN 0. 8. FOR LANE	$ \begin{array}{r} S & 1 & - & 8 \\ 4 & & 64 \\ BAN \\ 76 & 21 \\ FS & 1 & - \\ 0 & 4 \\ 2 & 113 \\ FS & 1 & - \\ 8AN \\ 76 & 37 \\ FS & 1 & - \\ 0 & 8 \\ S & 1 & - \\ 8 \\ S & 1 & - \\ 8 \\ S & 1 & - \\ BAN \\ 76 & 37 \\ FS & 1 & - \\ 0 & 8 \\ S & 1 & - \\ BAN \\ S & 1 & - \\ BAN \\$	0. 102 NDS 63 - 72.22 8 0. 8 36. 161 NDS 63 - 73.74 8 0. 8 0. 8	24. 145 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H 7.0.86 - 8. 7. 115 - 8000 H	1. 152 Z 70.12 0. 8. 0. 173 Z 70.18 0. 4. 7. 33 Z	7. <u>66.04</u> 51 1. 3. 8. 65.0955 0. 4. 6.	6 <u>.</u> 33 7 <u>.</u> 20	48.4
IRAFF 24 DE 73 VEHIC 1 2 IRAFF 187 DE 744 VEHIC 1 2 IRAFF 187 DE 744 DE 744	EIC SP 73. 10 8A 97 CLE PDI 0. 8. EIC SP 78. 11 8A 32 CLE PDI 1. 15. EIC SP 68. 20 8A .25	AN (FI) F 510. 207 DBC B0.67 PULATION 0. 8. AN (FI) F 882. 320 DBC B1.04 PULATION 0. 8. AN (FI) F 986. 231 DBC 80.96	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 08. 114 75.15 FOR LAN 0. 8. OR LANE 1. 203	$ \begin{array}{r} S & 1 & - & 8 \\ 4 & & 64 \\ BAN \\ 76 & 21 \\ FS & 1 & - \\ 0 & 4 \\ 2 & 113 \\ FS & 1 & - \\ 8AN \\ 76 & 37 \\ FS & 1 & - \\ 0 & 8 \\ S & 1 & - \\ 8AN \\ 76 & 45 \\ \\ BAN \\ 76 & 45 \\ \end{array} $	0. 102 NDS 63 - 72.22 8 0. 8 36. 161 NDS 63 - 73.74 8 0. 8 0. 8	24. 145 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H 7.0.86 - 8. 7. 115 - 8000 H	1. 152 Z 70.12 0. 8. 0. 173 Z 70.18 0. 4. 7. 33 Z	7. <u>66.04</u> 51 <u>1.</u> <u>3.</u> 8. <u>65.08</u> 5 <u>0.</u> <u>4.</u> 6.	6 <u>.</u> 33 7 <u>.</u> 20	48.4
IRAFF 24 DE 73 VEHIC 1 2 IRAFF 187 DE 744 VEHIC 1 2 IRAFF 187 DE 744 DE 744	EIC SP 73. 10 8A 97 CLE PDI 0. 8. EIC SP 78. 11 8A 32 CLE PDI 1. 15. EIC SP 68. 20 8A .25	AN (FI) F 510. 207 DBC 30.67 PULATION 0. 8. AN (FI) F 882. 320 DBC 81.04 PULATION 0. 8. AN (FI) F 986. 231 DBC	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 08. 114 75.15 FOR LAN 0. 8. OR LANE 1. 203	$ \begin{array}{r} S & 1 & - & 8 \\ 4 & & 64 \\ BAN \\ 76 & 21 \\ FS & 1 & - \\ 0 & 4 \\ 2 & 113 \\ FS & 1 & - \\ 8AN \\ 76 & 37 \\ FS & 1 & - \\ 0 & 8 \\ S & 1 & - \\ 8AN \\ 76 & 45 \\ \\ BAN \\ 76 & 45 \\ \end{array} $	0. 102 NDS 63 - 72.22 8 0. 8 36. 161 NDS 63 - 73.74 8 0. 8 0. 8	24. 145 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H 7.0.86 - 8. 7. 115 - 8000 H	1. 152 Z 70.12 0. 8. 0. 173 Z 70.18 0. 4. 7. 33 Z	7. <u>66.04</u> 51 1. 3. 8. 65.0955 0. 4. 6.	6 <u>.</u> 33 7 <u>.</u> 20	48.4
IRAFF 24 DE 73 VEHIC 1 2 IRAFF 187 DE 744 VEHIC 1 2 IRAFF 187 DE 744 VEHIC 1 2 IRAFF 296 DE 744 VEHIC	EIC SP 73. 10 8A 97 CLE PDI 0. 8. EIC SP 78. 10 8A 32 CLE PDI 15. EIC SP 68. 20 8A .25 CLE PDI	AN (FI) F 510. 207 DBC B0.67 PULATION 0. 8. AN (FI) F 882. 320 DBC B1.04 PULATION 0. 8. AN (FI) F 986. 231 DBC 80.96 PULATION	IIR LANE 7. 338 7.5.20 FOR FOR LAN 0. 8. IIR LANE 0.8. 114 75.15 FOR FOR LAN 0.8. 114 75.15 FOR FOR LAN 0.8. 1. 203 7.5.39 FOR LAN	S 1 - 8 $4 \cdot 64$ BAN $76 \cdot 21$ ES 1 - 0 $4 \cdot 64$ S 1 - 8 $2 \cdot 113$ BAN $76 \cdot 37$ ES 1 - 9 $6 \cdot 37$ ES 1 - 8 $6 \cdot 37$ ES 1 - 8 ES 1 - 8 E - 8	0. 102 NDS 63 - 72.22 8 0. 8 0. 8 105 63 - 73.74 8 0. 8 0. 8 105 63 - 72.81 8	24. 146 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H - 70.86 - 8. 7. 115 - 8000 H - 70.51	1. 152 Z 70.12 0. 8. 0. 173 Z 70.15 0. 4. 7. 33 Z 70.34	7. <u>66.04</u> 5 <u>1.</u> <u>3.</u> 8. <u>65.03</u> 5 <u>0.</u> <u>4.</u> 6. <u>66.25</u> 5	6 <u>.</u> 33 7 <u>.</u> 20	48.4
IRAFF 24 DE 73 VEHIC 1 2 IRAFF 187 DE 74 VEHIC 1 2 IRAFF 2 IRAFF 296 744 VEHIC 2 IRAFF 2 IRAFF 744	EIC SP 73. 10 8A 97 CLE PDI 0. 8. EIC SP 78. 11 8A .32 CLE PDI 1. 15. EIC SP 68. 20 8A .25 CLE PDI 0. 8. EIC SP	AN (FI) F 510. 207 DBC B0.67 PULATION 0. 8. AN (FI) F 882. 320 DBC 81.04 PULATION 0. 8. AN (FI) F 986. 231 DBC 80.96 PULATION 0. 8. AN (FI) F	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 0. 8. FOR LAN 0. 8. FOR LAN 0. 8. FOR LAN 0. 8. FOR LAN	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0. 102 NDS 63 72.22 8 0. 8 36. 161 NDS 63 73.74 8 0. 3 38. 121 NDS 63 98. 121 NDS 63 72.81 8 0. 8 0. 8 0. 8 0. 8	24. 146 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H 70.86 0. 8. 7. 115 - 8000 H 70.51 0. 8.	1. 152 Z 70.12 0. 8. 0. 173 Z 70.18 0. 4. 7. 33 Z 70.34 0.	7. 66.04 51 1. 3. 8. 65.03 5 0. 4. 6. 6. 65.25 5 1. 7.	6 <u>.</u> 33 7 <u>.</u> 20	48.4
IRAFF 24 DE 73 VEHIC 1 2 IRAFF 187 DE 74 VEHIC 1 2 IRAFF 2 IRAFF 296 744 VEHIC 2 IRAFF 2 IRAFF 744	EIC SP 73. 10 8A 97 CLE PDI 0. 8. EIC SP 78. 11 8A .32 CLE PDI 1. 15. EIC SP 68. 20 8A .25 CLE PDI 0. 8. EIC SP	AN (FI) E 510. 207 DBC 30.67 PULATION 0. 8. AN (FI) E 882. 320 DBC 81.04 PULATION 0. 8. AN (FI) E 986. 231 DBC 80.96 PULATION 0. 8.	OR LANE 7. 338 75.20 FOR LAN 0. 8. OR LANE 0. 8. FOR LAN 0. 8. FOR LAN 0. 8. FOR LAN 0. 8. FOR LAN	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0. 102 NDS 63 72.22 8 0. 8 36. 161 NDS 63 73.74 8 0. 3 38. 121 NDS 63 98. 121 NDS 63 72.81 8 0. 8 0. 8 0. 8 0. 8	24. 146 - 8000 H - 70.14 0. 3. 5. 68 - 8000 H 70.86 0. 8. 7. 115 - 8000 H 70.51 0. 8.	1. 152 Z 70.12 0. 8. 0. 173 Z 70.18 0. 4. 7. 33 Z 70.34 0. 4.	7. 66.04 51 1. 3. 8. 65.03 5 0. 4. 6. 6. 65.25 5 1. 7.	6.33 7.20 7.14	48.4
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<u>NPPENI</u>	DIX B conti	nued		480				
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EAN=								
EV=	1,79	1.77					•	
IN=	64.07	70.81						
AX=	71.56	78.22						
EAN_SE	PECTRUM	OR SNAPSH	ots_					
75.5			71.6		66.6	57.9	49.0	
ISTRIE	BUTION OF	SNAPSHOT	DBA	VALUES				
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7	4	19.05		2				
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