

BARRIER DESIGN FILES

Supplement to Special Noise Barrier Applications: Phase II

WA-RD 378.2

Final Report
February 1995



**Washington State
Department of Transportation**

Washington State Transportation Commission
Planning and Programming Service Center
in cooperation with the U.S. Department of Transportation
Federal Highway Administration

BARRIER DESIGN FILES
Supplement to
Special Noise Barrier Applications: Phase II

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FOURTH AVENUE DATA FILE

*NNNNYN

FOURTH AVE.

1 3

2 6

RF7

'CARS'	1219	30		
'MT'	20	30		
'HT'	30	30		
'L'/'				
'RF7-70'	10370.2	10136.8	157.5	0
'RF7-74'	10067.7	10394.0	172.0	0
'1035'	9845.7	10588.4	182.2	0

'L'/'

RF8

'CARS'	719	40		
'MT'	11	40		
'HT'	10	40		
'L'/'				
'RF8-80'	10480.8	10282.9	157.8	1
'RF8-83'	10234.0	10448.0	168.9	1
'1035N'	9906.1	10670.7	182.0	1

'L'/'

SR405S

'CARS'	5357	54		
'MT'	89	54		
'HT'	134	54		
'L'/'				
'1035'	9845.7	10588.4	182.2	0
'1040'	9446.3	10886.5	199.2	0
'1042_50'	9248.6	11035.7	208.1	0
'1045'	9056.6	11198.6	217.1	0
'1047_50'	8880.8	11375.2	225.4	0
'1050'	8719.9	11566.2	233.4	0
'1052_50'	8575.8	11773.7	243.0	0
'1055'	8452.9	11988.5	250.7	0
'1060'	8255.9	12451.6	266.5	0
'1065'	8066.0	12909.8	276.3	0
'1069_80'	7896.8	13353.0	286.5	0

'L'/'

SR405N

'CARS'	4525	54		
'MT'	70	54		
'HT'	65	54		
'L'/'				
'1035N'	9906.1	10670.7	182.0	1
'1040N'	9503.7	10960.0	199.2	1
'1042_50N'	9313.0	11110.2	208.0	1
'1045N'	9133.0	11281.0	213.8	1
'1047_50N'	8969.7	11467.7	219.4	1
'1050N'	8821.6	11672.3	224.3	1

'1052_50N'	8691.4	11888.8	226.3	1	
'1055N'	8583.4	12110.3	230.0	1	
'1060N'	8417.9	12587.4	237.2	1	
'1065N'	8248.4	13050.2	245.8	1	
'1069N'	8126.3	13427.4	252.4	1	
'L'/'					
SR405BEG					
'CARS'	4138	54			
'MT'	69	54			
'HT'	103	54			
'L'/'					
'1028'	10400.6	10175.6	157.9	0	
'1030'	10247.5	10288.6	168.0	0	
'1035'	9845.7	10588.4	182.0	0	
'L'/'					
SR405NBG					
'CARS'	4671	54			
'MT'	72	54			
'HT'	67	54			
'L'/'					
'1028N'	10453.5	10246.2	158.0	1	
'1031N'	10216.8	10421.3	168.0	1	
'1035N'	9906.1	10670.7	182.0	1	
'L'/'					
3 3					
BF1					
'BFA'	9442.4	10855.9	217.2	199.2	2.0
3					
'BFB'	9365.6	10913.5	220.2	202.2	
'BFC'	9282.7	10978.4	223.0	205.0	
'BFD'	9200.2	11027.4	225.3	207.3	
'BFE'	9122.0	11095.7	229.5	211.5	
'BFF'	9051.2	11155.7	233.0	215.0	
'BFG'	8976.9	11227.3	236.7	218.7	
'BFH'	8906.1	11294.2	240.0	222.0	
'BFI'	8837.0	11376.2	244.0	226.0	
'BFJ'	8776.1	11443.1	246.3	228.3	
'A'/'					
BF2					
'BFJ'	8776.1	11443.1	248.3	228.3	2.0
3					
'BFK'	8718.8	11513.6	252.0	232.0	
'BFL'	8655.8	11592.2	254.0	234.0	
'BFM'	8596.5	11676.1	258.0	238.0	
'BFN'	8542.9	11758.3	261.0	241.0	
'BFO'	8491.5	11854.3	265.8	245.8	
'BFP'	8447.4	11933.1	268.5	248.5	
'BFQ'	8402.1	12024.8	272.0	252.0	
'BFR'	8355.3	12110.9	275.8	255.8	
'BFS'	8317.7	12200.5	278.3	258.3	
'A'/'					
BF3					
'BFS'	8317.7	12200.5	278.3	258.3	2.0
3					

'BFT' 8276.9 12294.5 281.9 261.9
'A' /
5 9

Receivers_Or_5_Contours

'R41	8374.0	11907.0	265.2
'R42	8459.1	11740.0	249.7
'R43	8506.1	11626.6	253.0
'R44	8618.7	11488.6	228.8
'R45	8750.8	11262.2	223.5
'R46	8874.0	11157.9	218.0
'R47	8980.1	11075.1	210.0
'R48	8774.3	10940.8	219.0
'R49	8472.2	11394.8	251.7

6 1

ALPHA FACTORS

0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

6 2

SHIELDING FACTORS

0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

7/

MAGNOLIA DATA FILE

```

*NNNNYN
MAGNOLIA ROAD
1 3
2 10
MAGNOLIA SOUTH 1
'CARS' 4474 54
'MT' 70 54
'HT' 112 54
'L'/
'1167' 5406.8 5287.0 411.9 1
'75' 5187.9 5499.7 400.0 1
'80' 4938.7 5820.7 384.3 1
'85' 4667.5 6244.1 364.0 1
'90' 4394.9 6657.6 356.7 1
'L'/
MAGNOLIA NORTH 1
'CARS' 5418 54
'MT' 89 54
'HT' 78 54
'L'/
'1167N' 5456.8 5344.7 408.5 0
'75N' 5243.9 5549.9 397.0 0
'80N' 5002.3 5863.0 382.7 0
'85N' 4732.8 6287.0 364.5 0
'90N' 4458.0 6705.6 362.6 0
'L'/
CONNECT MAG TO RM1-RM2
'CARS' 3456 50
'MT' 54 50
'HT' 86 50
'L'/
'90' 4394.9 6657.6 356.7 0
'7_50' 4089.6 6984.9 365.0 0
'10' 3899.8 7140.3 372.8 0
'L'/
RM1
'CARS' 1824 50
'MT' 29 50
'HT' 46 50
'L'/
'10' 3899.8 7140.3 372.8 0
'11_50' 3766.6 7214.9 374.5 1
'12_50' 3678.8 7265.3 373.0 1
'13_50' 3583.8 7305.1 370.5 1
'14_50' 3482.9 7330.9 368.0 1
'L'/
RM2
'CARS' 1632 50
'MT' 26 50
'HT' 41 50
'L'/

```

'10	'	3899.8	7140.3	372.8	0
'20	'	3782.5	7238.3	374.2	1
'23	'	3530.1	7409.3	370.7	1
'25	'	3353.5	7511.4	364.3	1
'26	'	3270.3	7567.4	361.1	1
'27	'	3199.0	7641.6	358.0	1
'28	'	3139.0	7720.8	355.0	1
'30_50	'	3055.2	7956.8	347.7	1
'L'/					
RM4					
'CARS'		2068	50		
'MT'	'	34	50		
'HT'	'	30	50		
'L'/'					
'90N	'	4458.0	6705.6	362.6	1
'40	'	4279.7	6954.6	366.0	1
'44	'	4003.6	7243.7	376.5	1
'47	'	3806.0	7458.1	379.0	1
'52	'	3481.6	7840.1	375.6	0
'54_50	'	3328.5	8040.2	372.0	0
'56_50	'	3245.9	8223.7	369.9	0
'L'/					
MAGNOLIA SOUTH 2					
'CARS'		1901	54		
'MT'	'	30	54		
'HT'	'	48	54		
'L'/'					
'90	'	4394.9	6657.6	356.7	0
'94_50	'	4123.5	7012.8	367.0	0
'97	'	3940.5	7181.6	375.3	0
'100	'	3723.9	7388.3	384.1	0
'105	'	3358.7	7730.0	394.1	0
'110	'	2995.8	8075.0	396.0	0
'115	'	2633.4	8419.5	396.0	0
'L'/'					
MAGNOLIA NORTH 2					
'CARS'		2457	54		
'MT'	'	40	54		
'HT'	'	35	54		
'L'/'					
'90N	'	4458.0	6705.6	362.6	1
'93N	'	4266.5	6944.1	365.5	1
'97N	'	3973.6	7214.6	375.1	1
'100N	'	3755.6	7418.1	384.1	1
'105N	'	3392.8	7763.5	394.0	1
'110N	'	3028.6	8107.4	396.0	0
'112N	'	2882.4	8244.2	396.0	0
'L'/'					
MAGNOLIA NORTH 3					
'CARS'		1843	54		
'MT'	'	30	54		
'HT'	'	27	54		
'L'/'					
'112N	'	2882.4	8244.2	396.0	0

'115N	'	2661.5	8449.0	396.0	0
'L'/'					
RM3					
'CARS'		614	50		
'MT'	'	10	50		
'HT'	'	9	50		
'L'/'					
'112N	'	2882.4	8244.2	396.0	0
'33	'	2681.9	8467.9	395.5	0
'L'/'					
3 2					
BM1					
'BM1C	'	4572.3	6326.9	384.5	360.5 2.0
3					
'BM1D	'	4516.0	6412.5	381.5	357.5
'BM1E	'	4462.1	6495.1	379.0	355.0
'BM1F	'	4406.1	6577.1	379.0	355.0
'BM1G	'	4351.6	6659.1	380.0	356.0
'BM1H	'	4289.0	6739.5	382.0	358.0
'BM1I	'	4222.9	6815.0	382.5	358.5
'A'/'					
BM2					
'BM1I	'	4222.9	6815.0	382.5	358.5 2.0
3					
'BM2A	'	4149.3	6888.9	384.5	360.5
'BM2B	'	4080.7	6958.3	387.0	363.0
'BM2C	'	4003.9	7024.7	389.0	365.0
'BM2D	'	3927.8	7087.3	394.5	370.5
'BM2E	'	3846.3	7141.6	396.0	372.0
'BM2F	'	3759.9	7200.2	398.0	374.0
'A'/'					
5 5					
Receivers_Or_5_Contours					
'RM1	'	4000.0	6908.2	361.3	
'RM2	'	3964.3	6714.6	366.2	
'RM3	'	4074.8	6624.3	363.0	
'RM4	'	4257.8	6582.4	328.0	
'RM5	'	4109.6	6777.5	357.0	
6 1					
ALPHA FACTORS					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
0.5 0.5 0.5 0.5 0.5					
6 2					
SHIELDING FACTORS					
0.0 0.0 0.0 0.0 0.0					
0.0 0.0 0.0 0.0 0.0					

0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0

7/

KENT COMMONS DATA FILE

*NNNNYN

KENT COMMONS

1 3

2 7

SR167_SOUTH_KENT_ONE

'CARS' 3538 55

'MT' 110 55

'HT' 152 55

'L'/'

'812' 5204.0 5012.4 57.7 1

'815' 5212.7 5299.6 57.3 1

'820' 5220.0 5801.9 56.1 1

'822_50' 5225.8 6057.3 55.8 1

'825' 5230.8 6315.8 55.5 1

'827_50' 5263.2 6569.1 55.3 1

'830' 5313.7 6817.5 55.0 0

'832_50' 5383.8 7060.4 56.9 0

'835' 5479.7 7297.6 61.3 0

'837_50' 5595.1 7532.7 65.0 0

'840' 5725.9 7748.9 68.0 0

'842_50' 5882.0 7958.1 71.8 1

'845' 6049.9 8149.8 73.0 1

'850' 6414.1 8500.0 68.4 1

'L'/'

SR167_NORTH_KENT_ONE

'CARS' 3488 55

'MT' 122 55

'HT' 190 55

'L'/'

'812N' 5250.7 5004.3 57.7 0

'815N' 5285.2 5301.2 57.3 0

'820N' 5298.8 5803.4 56.4 0

'822_50' 5300.6 6055.9 54.8 0

'825N' 5298.2 6312.1 54.0 0

'827_50N' 5326.3 6558.4 52.6 0

'830N' 5380.9 6802.1 52.2 0

'832_50N' 5447.8 7041.9 51.5 0

'835N' 5537.1 7275.8 53.7 1

'837_50N' 5645.6 7502.9 62.0 1

'840N' 5776.2 7713.0 65.8 1

'842_50N' 5931.8 7917.5 70.0 1

'845N' 6093.7 8107.4 70.5 1

'850N' 6453.6 8454.2 68.4 1

'L'/'

SR167_NORTH_KENT_TWO

'CARS' 3488 55

'MT' 122 55

'HT' 190 55

'L'/'

'850N' 6453.6 8454.2 68.4 0

'855N' 6819.0 8792.9 61.7 0

'860N	'	7189.2	9122.9	56.1	0
'865N	'	7555.6	9460.4	60.4	1
'L'/'					

SR167NORTH_KENT_THREE

'CARS'		3488	55
'MT	'	122	55
'HT	'	190	55

'L'/'

'865N	'	7555.6	9460.4	60.4	1
'870N	'	7924.3	9793.0	66.1	1
'871N	'	7997.4	9857.8	56.9	0

'L'/'

SR167_SOUTH_KENT_TWO

'CARS'		3538	55
'MT	'	110	55
'HT	'	152	55

'L'/'

'850	'	6414.1	8500.0	68.4	1
'855	'	6778.3	8837.5	61.8	1
'860	'	7141.6	9177.5	56.3	1
'865	'	7507.6	9511.4	60.3	0

'L'/'

SR167_SOUTH_KENT_THREE

'CARS'		3007	55
'MT	'	94	55
'HT	'	129	55

'L'/'

'865	'	7507.6	9511.4	60.3	0
'870	'	7877.4	9846.1	66.5	0
'871	'	7949.7	9909.3	67.0	0

'L'/'

RAMP_KENT_-_ONE

'CARS'		531	50
'MT	'	16	50
'HT	'	23	50

'L'/'

'865	'	7507.6	9511.4	60.3	0
'13	'	7712.4	9729.4	63.1	0
'16	'	7929.2	9930.2	64.0	0

'L'/'

3 4

BAR._KENT_#1

'BK11	'	5438.1	6935.9	77.7	51.7	2.0
-------	---	--------	--------	------	------	-----

3

'BK12	'	5471.7	7033.6	78.0	52.0
'BK13	'	5502.4	7126.1	80.0	54.0
'BK14	'	5538.6	7213.5	80.5	54.5
'BK15	'	5579.1	7306.5	84.1	58.1
'BK16	'	5621.7	7394.8	86.0	60.0
'BK17	'	5667.5	7482.9	88.0	62.0
'BK18	'	5721.1	7572.0	89.5	63.5

'A'/'

BAR._KENT_#2

'BK22	'	5721.1	7572.0	89.5	63.5	2.0
3						
'BK23	'	5826.1	7733.7	91.0	65.0	
'BK24	'	5883.0	7817.0	93.0	67.0	
'BK25	'	5941.1	7892.9	95.3	69.3	
'BK26	'	6003.8	7973.7	95.4	69.4	
'BK27	'	6067.4	8043.7	95.6	69.6	
'BK28	'	6134.7	8118.0	95.8	69.8	

'A' /

BAR. KENT #3

'BK28	'	6134.7	8118.0	96.0	70.0	2.0
3						
'BK31	'	6206.4	8186.8	95.0	69.0	
'BK32	'	6280.3	8255.7	94.5	68.5	
'BK33	'	6350.7	8322.8	94.3	68.3	
'BK34	'	6425.2	8392.9	94.1	68.1	
'BK35	'	6494.9	8460.8	94.0	68.0	
'BK36	'	6569.5	8527.9	92.5	66.5	
'BK37	'	6643.0	8598.4	91.7	65.7	

'A' /

BAR. KENT #4

'BK37	'	6643.0	8598.4	91.7	65.7	2.0
3						
'BK41	'	6715.7	8661.3	90.0	64.0	
'BK42	'	6785.5	8724.8	88.1	62.1	
'BK43	'	6860.0	8792.1	86.3	60.3	
'BK44	'	6929.3	8857.1	84.3	58.3	
'BK45	'	7002.8	8924.7	83.5	57.5	
'BK46	'	7081.3	8995.5	82.0	56.0	

'A' /

5 10

Receivers_Or_5_Contours

'RK-1	'	5724.5	7199.9	34.1
'RK-2	'	5733.0	7454.7	33.3
'RK-3	'	5820.4	7402.4	32.5
'RK-4	'	6081.3	7253.7	34.0
'RK-5	'	5944.1	7598.7	33.5
'RK-6	'	6106.6	7482.5	34.0
'RK-7	'	6240.5	7967.9	29.4
'RK-8	'	6310.1	7901.0	29.0
'RK-9	'	6594.1	8309.2	29.6
'RK-10	'	6723.5	8163.2	29.0

6 1

ALPHA FACTORS

0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

6 2

SHIELDING FACTORS

0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

7/

SPOKANE COMMUNITY COLLEGE NEIGHBORHOOD SIDE DATA FILE

*NNNNYN

SPOKANE COMMUNITY NEIGHBORHOOD SIDE

1 3

2 11

MARKET/GREEN_MAIN_SOUTH_1__

'CARS'	2645	60		
'MT'	243	60		
'HT'	152	60		
'L'/'				
'50000'	10286.3	9827.5	1973.5	1
'50220'	10301.3	10046.2	1971.8	1
'L'/'				

MARKET/GREEN_MAIN_SOUTH_2__

'CARS'	2281	60		
'MT'	210	60		
'HT'	131	60		
'L'/'				
'50220'	10301.3	10046.2	1971.8	1
'50500'	10296.6	10322.5	1969.5	1
'51000'	10296.6	10825.8	1965.5	1
'51500'	10298.3	11322.7	1961.5	1
'52000'	10302.6	11818.2	1957.5	1
'52500'	10307.2	12322.5	1953.5	1
'52915'	10309.8	12736.6	1950.2	1
'L'/'				

MARKET/GREEN_MAIN_SOUTH_3__

'CARS'	3578	60		
'MT'	269	60		
'HT'	163	60		
'L'/'				
'52915'	10309.8	12736.6	1950.2	1
'53000'	10312.5	12823.7	1949.5	1
'53500'	10315.7	13323.0	1945.5	1
'54000'	10319.8	13817.5	1941.5	1
'54500'	10314.7	14327.1	1935.0	1
'55000'	10310.6	14822.8	1940.0	1
'55500'	10280.0	15318.0	1945.0	0
'L'/'				

MARKET/GREEN_MAIN_NORTH_1__

'CARS'	3272	60		
'MT'	301	60		
'HT'	188	60		
'L'/'				
'50000'	10378.5	9832.1	1973.5	0
'50250'	10379.0	10073.0	1971.5	0
'L'/'				

MARKET/GREEN_MAIN_NORTH_2__

'CARS'	2968	60		
'MT'	273	60		

'HT	'	171	60		
'L'	/				
'50250	'	10379.0	10073.0	1971.5	0
'50500	'	10376.0	10320.4	1969.5	0
'51000	'	10376.6	10826.1	1965.5	0
'51500	'	10366.7	11323.7	1961.5	0
'52000	'	10364.7	11818.2	1957.5	0
'52500	'	10370.6	12321.1	1953.5	0
'53000	'	10375.0	12824.1	1949.5	0
'53450	'	10383.3	13274.1	1945.9	0
'L'	/				
MARKET/GREEN_MAIN_NORTH_3					
'CARS'		5624	60		
'MT	'	479	60		
'HT	'	290	60		
'L'	/				
'53450	'	10383.3	13274.1	1945.9	0
'53500	'	10382.7	13322.4	1945.5	0
'54000	'	10391.0	13815.2	1941.5	0
'54500	'	10379.9	14327.6	1935.0	0
'55000	'	10370.8	14820.7	1940.0	0
'55500	'	10344.2	15318.9	1945.0	1
'L'	/				
MARKET/GREEN_RAMP_1					
'CARS'		2205	30		
'MT	'	203	30		
'HT	'	127	30		
'L'	/				
'10000	'	11726.8	11207.0	1950.0	0
'10220	'	11618.8	11397.6	1949.5	0
'10360	'	11516.0	11498.0	1948.8	0
'10510	'	11377.4	11565.2	1948.2	0
'10990	'	10911.5	11666.6	1947.9	0
'11170	'	10735.3	11709.3	1947.6	0
'11395	'	10557.6	11827.6	1947.3	0
'11620	'	10450.9	12025.2	1946.6	0
'12050	'	10423.6	12455.0	1946.4	0
'12500	'	10403.6	12902.5	1946.2	0
'53450	'	10383.3	13274.1	1945.9	0
'L'	/				
MARKET/GREEN_RAMP_2					
'CARS'		305	30		
'MT	'	28	30		
'HT	'	18	30		
'L'	/				
'50250	'	10379.0	10073.0	1971.5	0
'22500	'	10397.9	10360.2	1969.3	0
'22000	'	10433.1	10854.6	1965.3	0
'21860	'	10445.1	10993.0	1964.4	0
'21595	'	10461.8	11257.4	1962.3	0
'21410	'	10530.4	11432.3	1960.9	0
'21260	'	10633.5	11538.7	1959.7	0
'21090	'	10788.2	11611.1	1958.4	0
'20970	'	10905.4	11623.6	1957.5	0

'20500	'	11369.1	11534.2	1953.9	0
'20360	'	11490.4	11477.8	1952.8	0
'20210	'	11593.5	11373.9	1951.6	0
'20000	'	11697.4	11191.8	1950.0	0

'L'/'

MARKET/GREEN_RAMP_3

'CARS'		364	30
'MT'		33	30
'HT'		21	30

'L'/'

'40000	'	9936.4	9741.3	1950.0	1
'40500	'	9624.7	10134.1	1953.9	1
'40870	'	9399.4	10423.1	1956.8	1
'41100	'	9295.3	10635.4	1958.6	1
'41350	'	9306.4	10883.3	1960.5	1
'41550	'	9409.0	11050.0	1962.1	1
'41720	'	9546.9	11157.4	1963.4	1
'41870	'	9693.9	11195.3	1964.6	1
'42030	'	9857.2	11187.3	1965.8	1
'42200	'	10015.4	11119.1	1967.1	1
'42335	'	10117.0	11023.9	1968.2	1
'42500	'	10189.4	10876.4	1969.5	1
'42590	'	10214.3	10768.6	1970.2	1

'L'/'

MARKET/GREEN_RAMP_3

'CARS'		364	30
'MT'		33	30
'HT'		21	30

'L'/'

'42590	'	10214.3	10768.6	1970.2	1
'43000	'	10228.0	10376.0	1973.4	1
'43335	'	10238.8	10039.6	1976.0	1
'43500	'	10239.0	9875.7	1977.3	1

'L'/'

MARKET/GREEN_RAMP_4

'CARS'		1030	30
'MT'		95	30
'HT'		59	30

'L'/'

'52915	'	10309.8	12736.6	1950.2	0
'33500	'	10280.8	12359.5	1950.2	0
'33000	'	10228.7	11785.4	1950.2	0
'32900	'	10181.5	11665.8	1950.2	0
'32725	'	10068.2	11551.9	1950.1	0
'32600	'	9706.3	11306.1	1950.1	0
'32435	'	9523.1	11189.0	1950.1	0
'31600	'	9375.8	11084.5	1950.1	0
'31370	'	9269.7	10882.8	1950.1	0
'31105	'	9258.7	10615.9	1950.1	0
'30880	'	9369.0	10408.3	1950.0	0
'30500	'	9600.5	10111.0	1950.0	0
'30000	'	9882.6	9747.0	1950.0	0

'L'/'

3 3

MARKET_BARRIER_WEST_1

'B1W	'	9390.0	11134.3	1974.0	1950.0	2.0
3						
'B2W	'	9554.8	11250.7	1974.0	1950.1	
'B3W	'	9719.1	11362.9	1974.0	1950.1	
'B4W	'	9885.7	11472.9	1974.0	1950.1	
'B5W	'	10052.9	11585.3	1974.0	1950.1	
'B6W	'	10123.8	11656.0	1974.0	1950.1	
'B7W	'	10175.8	11743.2	1974.1	1950.1	
'B8W	'	10197.6	11846.5	1974.1	1950.1	
'B9W	'	10215.9	12049.9	1974.2	1950.2	
'A' /						

MARKET_BARRIER_WEST_2

'B9W	'	10215.9	12049.9	1974.2	1950.2	2.0
3						
'B10W	'	10227.9	12243.6	1974.2	1950.2	
'B11W	'	10244.2	12443.7	1974.2	1950.2	
'B12W	'	10258.3	12642.9	1974.2	1950.2	
'B13W	'	10264.5	12846.7	1973.2	1949.2	
'B14W	'	10265.9	13048.0	1971.6	1947.6	
'B15W	'	10267.9	13247.4	1970.0	1946.0	
'B16W	'	10268.7	13449.5	1968.4	1944.4	
'B17W	'	10269.0	13649.5	1966.8	1942.8	
'A' /						

MARKET_BARRIER_WEST_3

'B17W	'	10269.0	13649.5	1966.8	1942.8	2.0
3						
'B18W	'	10265.7	13858.8	1965.2	1941.2	
'B19W	'	10265.3	14056.7	1963.6	1939.6	
'B20W	'	10264.8	14256.7	1962.0	1938.0	
'B21W	'	10262.8	14453.2	1960.2	1936.2	
'B22W	'	10259.8	14655.6	1962.2	1938.2	
'B23W	'	10250.0	14851.1	1964.2	1940.2	
'B24W	'	10243.1	15051.7	1966.2	1942.2	
'A' /						

5 20

RECEIVERS

'R1	'	10145.8	12613.4	1922.0		
'R2	'	10058.9	12614.5	1922.0		
'R3	'	10125.0	12695.2	1921.5		
'R4	'	10158.9	12812.6	1921.0		
'R5	'	10051.2	12811.5	1921.0		
'R6	'	10106.8	12975.8	1921.0		
'R7	'	10014.7	12977.3	1921.0		
'R8	'	10070.2	13129.0	1921.0		
'R9	'	10008.6	13129.4	1921.0		
'R10	'	10138.1	13247.2	1920.0		
'R11	'	10087.0	13236.1	1920.0		
'R12	'	10009.3	13249.3	1920.0		
'R13	'	10146.4	13457.2	1919.0		
'R14	'	10058.4	13462.8	1919.0		
'R15	'	10120.8	13609.3	1917.0		
'R16	'	10065.6	13612.9	1917.0		
'R17	'	10137.8	13803.3	1915.0		

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[illegible]

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[illegible]

University of Louisville

SPOKANE COMMUNITY COLLEGE SIDE DATA FILE

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SPOKANE COMMUNITY COLLEGE SIDE

1 3

2 11

MARKET/GREEN_MAIN_SOUTH_1__

'CARS' 2645 60

'MT' 243 60

'HT' 152 60

'L' /

'50000' 10286.3 9827.5 1973.5 1

'50220' 10301.3 10046.2 1971.8 1

'L' /

MARKET/GREEN_MAIN_SOUTH_2__

'CARS' 2281 60

'MT' 210 60

'HT' 131 60

'L' /

'50220' 10301.3 10046.2 1971.8 1

'50500' 10296.6 10322.5 1969.5 1

'51000' 10296.6 10825.8 1965.5 1

'51500' 10298.3 11322.7 1961.5 1

'52000' 10302.6 11818.2 1957.5 1

'52500' 10307.2 12322.5 1953.5 1

'52915' 10309.8 12736.6 1950.2 1

'L' /

MARKET/GREEN_MAIN_SOUTH_3__

'CARS' 3578 60

'MT' 269 60

'HT' 163 60

'L' /

'52915' 10309.8 12736.6 1950.2 1

'53000' 10312.5 12823.7 1949.5 1

'53500' 10315.7 13323.0 1945.5 1

'54000' 10319.8 13817.5 1941.5 1

'54500' 10314.7 14327.1 1935.0 1

'55000' 10310.6 14822.8 1940.0 1

'55500' 10280.0 15318.0 1945.0 0

'L' /

MARKET/GREEN_MAIN_NORTH_1__

'CARS' 3272 60

'MT' 301 60

'HT' 188 60

'L' /

'50000' 10378.5 9832.1 1973.5 0

'50250' 10379.0 10073.0 1971.5 0

'L' /

MARKET/GREEN_MAIN_NORTH_2__

'CARS' 2968 60

'MT' 273 60

'HT' 171 60

'L' /					
'50250	'	10379.0	10073.0	1971.5	0
'50500	'	10376.0	10320.4	1969.5	0
'51000	'	10376.6	10826.1	1965.5	0
'51500	'	10366.7	11323.7	1961.5	0
'52000	'	10364.7	11818.2	1957.5	0
'52500	'	10370.6	12321.1	1953.5	0
'53000	'	10375.0	12824.1	1949.5	0
'53450	'	10383.3	13274.1	1945.9	0

'L' /

MARKET/GREEN_MAIN_NORTH_3

'CARS'	5624	60
'MT'	479	60
'HT'	290	60

'L' /

'53450	'	10383.3	13274.1	1945.9	0
'53500	'	10382.7	13322.4	1945.5	0
'54000	'	10391.0	13815.2	1941.5	0
'54500	'	10379.9	14327.6	1935.0	0
'55000	'	10370.8	14820.7	1940.0	0
'55500	'	10344.2	15318.9	1945.0	1

'L' /

MARKET/GREEN_RAMP_1

'CARS'	2205	30
'MT'	203	30
'HT'	127	30

'L' /

'10000	'	11726.8	11207.0	1950.0	0
'10220	'	11618.8	11397.6	1949.5	0
'10360	'	11516.0	11498.0	1948.8	0
'10510	'	11377.4	11565.2	1948.2	0
'10990	'	10911.5	11666.6	1947.9	0
'11170	'	10735.3	11709.3	1947.6	0
'11395	'	10557.6	11827.6	1947.3	0
'11620	'	10450.9	12025.2	1946.6	0
'12050	'	10423.6	12455.0	1946.4	0
'12500	'	10403.6	12902.5	1946.2	0
'53450	'	10383.3	13274.1	1945.9	0

'L' /

MARKET/GREEN_RAMP_2

'CARS'	305	30
'MT'	28	30
'HT'	18	30

'L' /

'50250	'	10379.0	10073.0	1971.5	0
'22500	'	10397.9	10360.2	1969.3	0
'22000	'	10433.1	10854.6	1965.3	0
'21860	'	10445.1	10993.0	1964.4	0
'21595	'	10461.8	11257.4	1962.3	0
'21410	'	10530.4	11432.3	1960.9	0
'21260	'	10633.5	11538.7	1959.7	0
'21090	'	10788.2	11611.1	1958.4	0
'20970	'	10905.4	11623.6	1957.5	0
'20500	'	11369.1	11534.2	1953.9	0

'20360	'	11490.4	11477.8	1952.8	0
'20210	'	11593.5	11373.9	1951.6	0
'20000	'	11697.4	11191.8	1950.0	0

'L'/'

MARKET/GREEN_RAMP_3

'CARS'		364	30
'MT'	'	33	30
'HT'	'	21	30

'L'/'

'40000	'	9936.4	9741.3	1950.0	1
'40500	'	9624.7	10134.1	1953.9	1
'40870	'	9399.4	10423.1	1956.8	1
'41100	'	9295.3	10635.4	1958.6	1
'41350	'	9306.4	10883.3	1960.5	1
'41550	'	9409.0	11050.0	1962.1	1
'41720	'	9546.9	11157.4	1963.4	1
'41870	'	9693.9	11195.3	1964.6	1
'42030	'	9857.2	11187.3	1965.8	1
'42200	'	10015.4	11119.1	1967.1	1
'42335	'	10117.0	11023.9	1968.2	1
'42500	'	10189.4	10876.4	1969.5	1
'42590	'	10214.3	10768.6	1970.2	1

'L'/'

MARKET/GREEN_RAMP_3

'CARS'		364	30
'MT'	'	33	30
'HT'	'	21	30

'L'/'

'42590	'	10214.3	10768.6	1970.2	1
'43000	'	10228.0	10376.0	1973.4	1
'43335	'	10238.8	10039.6	1976.0	1
'43500	'	10239.0	9875.7	1977.3	1

'L'/'

MARKET/GREEN_RAMP_4

'CARS'		1030	30
'MT'	'	95	30
'HT'	'	59	30

'L'/'

'52915	'	10309.8	12736.6	1950.2	0
'33500	'	10280.8	12359.5	1950.2	0
'33000	'	10228.7	11785.4	1950.2	0
'32900	'	10181.5	11665.8	1950.2	0
'32725	'	10068.2	11551.9	1950.1	0
'32600	'	9706.3	11306.1	1950.1	0
'32435	'	9523.1	11189.0	1950.1	0
'31600	'	9375.8	11084.5	1950.1	0
'31370	'	9269.7	10882.8	1950.1	0
'31105	'	9258.7	10615.9	1950.1	0
'30880	'	9369.0	10408.3	1950.0	0
'30500	'	9600.5	10111.0	1950.0	0
'30000	'	9882.6	9747.0	1950.0	0

'L'/'

3 3

MARKET_BARRIER_EAST_1

'B1E	'	11205.9	11644.8	1972.4	1948.4	2.0
3						
'B2E	'	11013.2	11690.2	1972.1	1948.1	
'B3E	'	10818.6	11734.9	1971.9	1947.9	
'B4E	'	10720.4	11765.1	1971.8	1947.8	
'B5E	'	10635.2	11817.2	1971.7	1947.7	
'B6E	'	10559.1	11893.6	1971.6	1947.6	
'B7E	'	10509.5	11979.0	1971.4	1947.4	
'B8E	'	10486.1	12059.3	1971.3	1947.3	
'B9E	'	10470.6	12275.8	1971.1	1947.1	

'A' /

MARKET_BARRIER_EAST_2

'B9E	'	10470.6	12275.8	1971.1	1947.1	2.0
3						
'B10E	'	10463.8	12477.0	1970.8	1946.8	
'B11E	'	10460.6	12673.6	1970.6	1946.6	
'B12E	'	10454.4	12874.6	1970.4	1946.4	
'B13E	'	10450.8	13076.1	1970.1	1946.1	
'B14E	'	10441.4	13277.4	1969.9	1945.9	
'B15E	'	10441.7	13473.3	1968.3	1944.3	
'B16E	'	10443.7	13675.9	1966.7	1942.7	
'B17E	'	10447.1	13876.4	1965.1	1941.1	

'A' /

MARKET_BARRIER_EAST_3

'B17E	'	10447.1	13876.4	1965.1	1941.1	2.0
3						
'B18E	'	10448.5	14083.2	1963.5	1939.5	
'B19E	'	10449.0	14285.8	1961.9	1937.9	
'B20E	'	10445.2	14483.3	1960.5	1936.5	
'B21E	'	10439.6	14681.9	1962.5	1938.5	
'B22E	'	10433.8	14878.9	1964.5	1940.5	
'B23E	'	10420.2	15078.5	1966.5	1942.5	

'A' /

5 20

RECEIVERS

'R21	'	10724.8	12166.4	1925.0	
'R22	'	11192.5	12166.6	1925.0	
'R23	'	10692.9	12381.5	1924.0	
'E23	'	10692.9	12381.5	1950.0	
'R24	'	10858.0	12477.2	1923.0	
'R25	'	10681.0	12573.2	1922.0	
'E25	'	10681.0	12573.2	1948.0	
'R26	'	10633.1	12776.8	1921.0	
'E26	'	10633.1	12776.8	1947.0	
'R27	'	10619.0	12910.3	1921.0	
'E27	'	10619.0	12910.3	1947.0	
'R28	'	10895.9	12916.4	1921.0	
'R29	'	10585.5	13180.8	1920.0	
'E29	'	10585.5	13180.8	1946.0	
'R30	'	10828.5	13139.3	1921.0	
'R31	'	11059.3	13219.9	1920.0	
'R32	'	10591.3	13321.8	1919.0	
'R33	'	10640.3	13477.8	1919.0	
'E33	'	10640.3	13477.8	1945.0	

'R34 ' 10635.7 13644.5 1917.0

6 1

ALPHA FACTORS

0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								

6 2

SHIELDING FACTORS

0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0								

7/

FOURTH AVENUE OPTIMA FILE

@01 04

FOURTH AVE.

OPTIMA PASS ****

BARRIER HEIGHT INDEX FOR EACH BARRIER SECTION

5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
CORRESPONDING BARRIER HEIGHTS FOR EACH SECTION
18.18.18.18.18.18.18.18.18.20.20.20.20.20.20.20.20.20.

@01 05

R E S U L T S *****

REC	REC ID	LEQ	LEQ(Z(0))	IL
===	=====	=====	=====	=====
1	R41	63.2	73.0	9.7
2	R42	60.9	72.5	11.6
3	R43	62.3	71.6	9.3
4	R44	58.9	70.8	11.9
5	R45	59.6	69.6	10.0
6	R46	60.2	70.2	10.1
7	R47	60.3	70.6	10.3
8	R48	58.7	65.4	6.7
9	R49	59.6	66.8	7.2

@01 06

BARRIER TYPE	COST	SQUARE FEET
=====	=====	=====
BERM	0.	0.
MASON	0.	0.
WOOD	0.	0.
CONC	538665.	35911.
STEEL	0.	0.

BARRIER COST = \$	538665.	TOTAL SF = 35911.

MAGNOLIA OPTIMA FILE

@01 04

MAGNOLIA ROAD

OPTIMA PASS ****

BARRIER HEIGHT INDEX FOR EACH BARRIER SECTION
3 3 3 3 3 3 3 3 3 3 3 3
CORRESPONDING BARRIER HEIGHTS FOR EACH SECTION
20.20.20.20.20.20.20.20.20.20.20.20.

@01 05

R E S U L T S *****

REC	REC ID	LEQ	LEQ(Z(0))	IL
===	=====	=====	=====	===
1	RM1	61.1	71.7	10.5
2	RM2	61.1	67.4	6.4
3	RM3	61.3	67.9	6.7
4	RM4	60.1	68.4	8.3
5	RM5	61.0	71.4	10.3

* DESIGN NOISE LEVEL NOT MET AT THIS RECEIVER.

@01 06

BARRIER TYPE	COST	SQUARE FEET
=====	=====	=====
BERM	0.	0.
MASON	0.	0.
WOOD	0.	0.
CONC	361710.	24114.
STEEL	0.	0.

BARRIER COST = \$	361710.	TOTAL SF = 24114.

KENT COMMONS OPTIMA FILE

@01 04

KENT COMMONS

OPTIMA PASS ****

BARRIER HEIGHT INDEX FOR EACH BARRIER SECTION

4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
4 4 4 4 4 4
4

CORRESPONDING BARRIER HEIGHTS FOR EACH SECTION

19.
.19.19.19.19.19.
19.

@01 05

R E S U L T S

REC	REC ID	LEQ	LEQ(Z(0))	IL
===	=====	=====	=====	===
1	RK-1	61.9	69.7	7.8
2	RK-2	60.8	69.1	8.3
3	RK-3	60.1	69.4	9.4
4	RK-4	59.0	65.2	6.2
5	RK-5	59.1	69.2	10.1
6	RK-6	58.4	66.4	8.0
7	RK-7	58.1	68.6	10.6
8	RK-8	57.6	67.4	9.8
9	RK-9	58.3	68.4	10.0
10	RK-10	57.6	65.9	8.3

* DESIGN NOISE LEVEL NOT MET AT THIS RECEIVER.

@01 06

BARRIER TYPE	COST	SQUARE FEET
=====	=====	=====
BERM	0.	0.
MASON	0.	0.
WOOD	0.	0.
CONC	711732.	50838.
STEEL	0.	0.

BARRIER COST = \$	711732.	TOTAL SF = 50838.

SPOKANE COMMUNITY COLLEGE NEIGHBORHOOD SIDE OPTIMA FILE

@01 04

SPOKANE COMMUNITY COLLEGE NEIGHBORHOOD SIDE

OPTIMA PASS ****

BARRIER HEIGHT INDEX FOR EACH BARRIER SECTION

1 1 1 1 1 1 3 3 3 3 3 3 3 3 3 3 3 3
3 3 3 3

CORRESPONDING BARRIER HEIGHTS FOR EACH SECTION

0. 0. 0. 0. 0.
0.20.20.20.20.20.20.20.20.20.20.20.20.20.20.20.20.20.

@01 05

R E S U L T S

REC	REC ID	LEQ	LEQ(Z(0))	IL
==	=====	====	=====	==
1	R1	59.3	67.9	8.6
2	R2	59.5	68.6	9.2
3	R3	59.3	68.5	9.2
4	R4	59.5	68.0	8.5
5	R5	59.3	68.8	9.4
6	R6	59.4	69.0	9.6
7	R7	59.3	69.0	9.7
8	R8	59.4	69.3	9.9
9	R9	59.3	69.2	9.9
10	R10	59.6	69.2	9.6
11	R11	59.4	69.3	9.9
12	R12	59.2	69.3	10.0
13	R13	59.8	69.3	9.5
14	R14	59.4	69.5	10.1
15	R15	59.6	69.3	9.8
16	R16	59.3	69.4	10.0
17	R17	59.6	68.9	9.3
18	R18	59.3	69.2	9.9
19	R19	59.3	68.3	9.0
20	R20	59.2	68.8	9.6

@01 06

BARRIER TYPE	COST	SQUARE FEET
=====	=====	=====
BERM	0.	0.
MASON	0.	0.
WOOD	0.	0.
CONC	994125.	66275.
STEEL	0.	0.

BARRIER COST = \$	994125.	TOTAL SF = 66275.

University of Louisville

FOURTH AVENUE LINE-OF-SIGHT FILE

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *											PAGE 0	
NUMBER OF POINTS 69						FOR BARRIER NO. 1						MAX. DT 500
LANE(S) : 1 2 3 4 5 6						RECEIVER(S) : 1 2 3 4 5 6 7 8 9						
FOURTH AVE.												
X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.			
RECEIVER 3												
8776	11443	228.3	241.4	13.1	9	3	465	91	Bar. End BFJ			
RECEIVER 4												
8837	11376	226.0	233.1	7.1	8	3	344	107	Bar. End BFI			
8810	11406	227.0	234.7	7.7	9	3	286	40	Lane End			
8776	11443	228.3	228.4	0.1	9	4	464	91	Bar. End BFJ			
8776	11443	228.3	236.1	7.8	9	3	229	91	Bar. End BFJ			
RECEIVER 5												
9051	11156	215.0	224.1	9.1	5	3	421	93	Bar. End BFF			
8993	11212	217.9	227.5	9.6	6	3	312	81	Lane End			
8977	11227	218.7	222.9	4.2	6	4	486	103	Bar. End BFG			
8977	11227	218.7	228.2	9.5	6	3	290	103	Bar. End BFG			
8931	11271	220.9	224.3	3.4	7	4	383	64	Lane End			
8906	11294	222.0	225.0	3.0	7	4	345	97	Bar. End BFH			
8906	11294	222.0	231.2	9.2	7	3	205	97	Bar. End BFH			
8856	11354	224.9	234.3	9.4	8	3	172	78	Lane End			
8856	11354	224.9	226.8	1.9	8	4	300	78	NEAR PT.			
8853	11358	225.1	226.9	1.8	8	4	300	83	Lane End			
8837	11376	226.0	227.4	1.4	8	4	311	107	Bar. End BFI			
8837	11376	226.0	235.3	9.3	8	3	177	107	Bar. End BFI			
8781	11438	228.1	228.8	0.7	9	4	416	83	Lane End			
8776	11443	228.3	228.8	0.5	9	4	432	91	Bar. End BFJ			
8776	11443	228.3	237.9	9.6	9	3	232	91	Bar. End BFJ			

RECEIVER 6										
9200	11027	207.3	216.6	9.3	3	3	488	96		Bar. End BFD
9156	11066	209.7	219.2	9.5	4	3	394	58		Lane End
9122	11096	211.5	220.9	9.4	4	3	338	104		Bar. End BFE
9074	11136	213.9	218.7	4.8	5	4	442	63		Lane End
9051	11156	215.0	219.3	4.3	5	4	394	93		Bar. End BFF
9051	11156	215.0	224.2	9.2	5	3	234	93		Bar. End BFF
9016	11190	216.7	226.2	9.5	6	3	187	49		Lane End
8991	11214	218.0	221.3	3.3	6	4	287	83		Lane End
8977	11227	218.7	221.7	3.0	6	4	278	103		Bar. End BFG
8977	11227	218.7	228.0	9.3	6	3	161	103		Bar. End BFG
8966	11238	219.2	222.0	2.8	7	4	276	16		NEAR PT.
8960	11243	219.5	228.7	9.2	7	3	158	23		NEAR PT.

 BTZ = Barrier Top Z coordinate
 DIFF = Distance LOS above barrier top
 DT = Distance to Truck (from Rec.)
 BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 69 FOR BARRIER NO. 1 PAGE 1
LANE(S): 1 2 3 4 5 6 RECEIVER(S): 1 2 3 4 5 6 7 8 9 MAX. DT 500

FOURTH AVE.

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
8914	11287	221.6	223.4	1.8	7	4	324	87	Lane End
8906	11294	222.0	223.5	1.5	7	4	343	97	Bar. End BFH
8906	11294	222.0	230.9	8.9	7	3	186	97	Bar. End BFH
8879	11326	223.6	232.6	9.0	8	3	217	42	Lane End
8837	11376	226.0	234.7	8.7	8	3	286	107	Bar. End BFI
8776	11443	228.3	237.3	9.0	9	3	402	91	Bar. End BFJ
RECEIVER 7									
9283	10978	205.0	213.9	8.9	2	3	394	105	Bar. End BFC
9200	11027	207.3	215.8	8.5	3	3	311	96	Bar. End BFD
9179	11046	208.4	217.1	8.7	4	3	271	28	Lane End
9128	11091	211.2	214.2	3.0	4	4	335	96	Lane End
9122	11096	211.5	214.4	2.9	4	4	324	104	Bar. End BFE
9122	11096	211.5	220.0	8.5	4	3	192	104	Bar. End BFE
9054	11153	214.8	216.2	1.4	5	4	255	89	NEAR PT.
9051	11156	215.0	216.2	1.2	5	4	255	93	Bar. End BFF
9051	11156	215.0	223.3	8.3	5	3	144	93	Bar. End BFF
9050	11157	215.1	223.3	8.2	6	3	144	2	NEAR PT.
9045	11162	215.3	216.5	1.2	6	4	257	9	Lane End
9038	11169	215.7	224.1	8.4	6	3	145	18	Lane End
8977	11227	218.7	226.7	8.0	6	3	205	103	Bar. End BFG
8908	11292	221.9	229.5	7.6	7	3	316	94	Lane End
8906	11294	222.0	229.5	7.5	7	3	321	97	Bar. End BFH
8837	11376	226.0	232.9	6.9	8	3	463	107	Bar. End BFI
RECEIVER 8									
9202	11026	207.3	219.5	12.2	3	3	484	94	Lane End
9200	11027	207.3	219.6	12.3	3	3	483	96	Bar. End BFD
9122	11096	211.5	223.4	11.9	4	3	421	104	Bar. End BFE

9051	11156	215.0		222.6	7.6	5	4	499	93		Bar. End BFF
9051	11156	215.0		226.7	11.7	5	3	388	93		Bar. End BFF
9031	11175	216.0		227.7	11.7	6	3	382	28		Lane End
9026	11180	216.2		223.4	7.2	6	4	494	35		Lane End
9020	11185	216.5		228.2	11.7	6	3	382	43		NEAR PT.
8977	11227	218.7		230.2	11.5	6	3	388	103		Bar. End BFG
8906	11294	222.0		233.4	11.4	7	3	420	97		Bar. End BFH
8871	11336	224.0		235.3	11.3	8	3	447	54		Lane End
8837	11376	226.0		237.0	11.0	8	3	484	107		Bar. End BFI
RECEIVER 9											
8837	11376	226.0		238.5	12.5	8	3	410	107		Bar. End BFI

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BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 69 FOR BARRIER NO. 1 PAGE 2
LANE(S): 1 2 3 4 5 6 RECEIVER(S): 1 2 3 4 5 6 7 8 9 MAX. DT 500

FOURTH AVE.

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
8836	11377	226.0	238.5	12.5	9	3	409	2	Lane End
8776	11443	228.3	239.0	10.7	9	4	500	91	Bar. End BFJ

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 80 FOR BARRIER NO. 2 PAGE 0
LANE(S): 1 2 3 4 5 6 RECEIVER(S): 1 2 3 4 5 6 7 8 9 MAX. DT 500

FOURTH AVE.

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 1									
8575	11709	239.2	253.4	14.2	4	3	486	39	Lane End
8543	11758	241.0	255.6	14.6	4	3	375	98	Bar. End BFN
8543	11758	241.0	256.1	15.1	4	3	306	98	Bar. End BFN
8512	11816	243.9	257.9	14.0	5	3	242	65	Lane End
8492	11854	245.8	257.1	11.3	5	4	460	109	Bar. End BFO
8492	11854	245.8	259.2	13.4	5	3	185	109	Bar. End BFO
8465	11902	247.4	257.4	10.0	6	4	318	54	Lane End
8447	11933	248.5	258.1	9.6	6	4	279	90	Bar. End BFP
8447	11933	248.5	262.0	13.5	6	3	111	90	Bar. End BFP
8444	11941	248.8	258.2	9.4	7	4	277	9	NEAR PT.
8441	11946	249.0	262.4	13.4	7	3	109	14	NEAR PT.
8432	11964	249.7	258.6	8.9	7	4	292	34	Lane End
8431	11966	249.8	263.0	13.2	7	3	113	37	Lane End
8402	12025	252.0	260.4	8.4	7	4	492	102	Bar. End BFQ
8402	12025	252.0	265.2	13.2	7	3	176	102	Bar. End BFQ
8355	12111	255.8	268.7	12.9	8	3	342	98	Bar. End BFR
8318	12201	258.3	271.7	13.4	9	3	495	97	Bar. End BFS
RECEIVER 2									
8656	11592	234.0	245.1	11.1	2	3	390	101	Bar. End BFL
8656	11592	234.0	246.3	12.3	2	3	360	101	Bar. End BFL
8634	11624	235.5	246.5	11.0	3	3	313	39	Lane End
8597	11676	238.0	248.9	10.9	3	3	228	103	Bar. End BFM
8568	11720	239.6	245.5	5.9	4	4	369	52	Lane End
8543	11758	241.0	246.0	5.0	4	4	291	98	Bar. End BFN
8543	11758	241.0	252.8	11.8	4	3	125	98	Bar. End BFN
8540	11763	241.3	253.0	11.7	5	3	122	6	Lane End

8531	11781	242.1		253.7	11.6	5	3	118	26		NEAR PT.
8530	11783	242.2		246.1	3.9	5	4	276	28		NEAR PT.
8529	11785	242.3		246.1	3.8	5	4	276	30		Lane End
8495	11847	245.5		247.3	1.8	5	4	391	101		Lane End
8492	11854	245.8		247.5	1.7	5	4	417	109		Bar. End BFO
8492	11854	245.8		256.4	10.6	5	3	165	109		Bar. End BFO
8455	11920	248.1		258.8	10.7	6	3	249	76		Lane End
8447	11933	248.5		259.1	10.6	6	3	273	90		Bar. End BFP
8402	12025	252.0		262.0	10.0	7	3	451	102		Bar. End BFQ

RECEIVER 3

8776	11443	228.3		241.4	13.1	1	3	465	0		Bar. End BFJ
------	-------	-------	--	-------	------	---	---	-----	---	--	--------------

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 80 FOR BARRIER NO. 2 PAGE 1
LANE(S): 1 2 3 4 5 6 RECEIVER(S): 1 2 3 4 5 6 7 8 9 MAX. DT 50

FOURTH AVE.

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
8772	11448	228.6	241.6	13.0	1	3	451	7	Lane End
8719	11514	232.0	244.2	12.2	1	3	334	91	Bar. End BFK
8675	11569	233.4	245.0	11.6	2	4	490	71	Lane End
8664	11582	233.7	247.0	13.3	2	3	222	88	Lane End
8656	11592	234.0	245.6	11.6	2	4	429	101	Bar. End BFL
8656	11592	234.0	247.5	13.5	2	3	210	101	Bar. End BFL
8620	11643	236.4	246.8	10.4	3	4	319	62	Lane End
8597	11676	238.0	247.3	9.3	3	4	294	103	Bar. End BFM
8597	11676	238.0	251.4	13.4	3	3	142	103	Bar. End BFM
8594	11680	238.1	247.3	9.2	4	4	294	4	NEAR PT.
8591	11685	238.3	251.9	13.6	4	3	141	11	NEAR PT.
8570	11717	239.5	247.8	8.3	4	4	321	49	Lane End
8558	11736	240.2	254.1	13.9	4	3	163	71	Lane End
8543	11758	241.0	248.9	7.9	4	4	424	98	Bar. End BFN
8543	11758	241.0	255.0	14.0	4	3	188	98	Bar. End BFN
8531	11781	242.1	249.3	7.2	5	4	490	26	Lane End
8492	11854	245.8	258.3	12.5	5	3	304	109	Bar. End BFO
8466	11900	247.4	260.0	12.6	6	3	366	52	Lane End
8447	11933	248.5	261.2	12.7	6	3	439	90	Bar. End BFP
RECEIVER 4									
8776	11443	228.3	228.4	0.1	1	4	464	0	Bar. End BFJ
8776	11443	228.3	236.1	7.8	1	3	229	0	Bar. End BFJ
8719	11514	232.0	239.2	7.2	1	3	142	91	Bar. End BFK
8693	11546	232.8	240.6	7.8	2	3	128	41	Lane End
8656	11592	234.0	242.4	8.4	2	3	157	101	Bar. End BFL
8597	11676	238.0	246.2	8.2	3	3	271	103	Bar. End BFM
8589	11688	238.4	246.8	8.4	4	3	288	14	Lane End

8543	11758	241.0	248.6	7.6	4	3	429	98	Bar. End BFN
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RECEIVER 5

8776	11443	228.3	228.8	0.5	1	4	432	0	Bar. End BFJ
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8776	11443	228.3	237.9	9.6	1	3	232	0	Bar. End BFJ
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8726	11505	231.5	240.6	9.1	1	3	306	79	Lane End
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8719	11514	232.0	240.9	8.9	1	3	320	91	Bar. End BFK
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8656	11592	234.0	244.2	10.2	2	3	461	101	Bar. End BFL
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RECEIVER 6

8776	11443	228.3	237.3	9.0	1	3	402	0	Bar. End BFJ
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8758	11466	229.5	238.3	8.8	1	3	436	29	Lane End
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RECEIVER 9

8776	11443	228.3	239.0	10.7	1	4	500	0	Bar. End BFJ
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BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 80 FOR BARRIER NO. 2 PAGE 2
LANE(S): 1 2 3 4 5 6 RECEIVER(S): 1 2 3 4 5 6 7 8 9 MAX. DT 500

FOURTH AVE.

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
8719	11514	232.0	244.3	12.3	1	3	310	91	Bar. End BFK
8692	11547	232.8	245.7	12.9	2	3	301	43	Lane End
8692	11548	232.9	245.7	12.8	2	3	301	43	NEAR PT.
8688	11552	233.0	241.9	8.9	2	4	446	49	NEAR PT.
8681	11561	233.2	242.2	9.0	2	4	446	60	Lane End
8656	11592	234.0	242.7	8.7	2	4	460	101	Bar. End BFL
8656	11592	234.0	248.0	14.0	2	3	308	101	Bar. End BFL
8597	11676	238.0	251.9	13.9	3	3	353	103	Bar. End BFM
8563	11727	239.9	254.2	14.3	4	3	393	61	Lane End
8543	11758	241.0	255.4	14.4	4	3	426	98	Bar. End BFN

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 1 FOR BARRIER NO. 3 PAGE 0
LANE(S): 1 2 3 4 5 6 RECEIVER(S): 1 2 3 4 5 6 7 8 9 MAX. DT 500

FOURTH AVE.

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 1									
8318	12201	258.3	271.7	13.4	1	3	495	0	Bar. End BFS

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

MAGNOLIA LINE-OF-SIGHT FILE

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 53 FOR BARRIER NO. 1 PAGE 0
LANE(S) : 1 2 3 4 5 6 7 8 9 10 MAX. DT 500
RECEIVER(S) : 1 2 3 4 5

MAGNOLIA ROAD

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 1									
4312	6710	357.3	366.7	9.4	7	1	468	65	Lane End
4289	6740	358.0	367.6	9.6	7	7	425	102	Bar. End BM1H
4289	6740	358.0	367.8	9.8	7	3	410	102	Bar. End BM1H
4223	6815	358.5	367.8	9.3	8	6	484	100	Bar. End BM1I
4223	6815	358.5	369.2	10.7	8	7	324	100	Bar. End BM1I
4223	6815	358.5	370.1	11.6	8	3	286	100	Bar. End BM1I
RECEIVER 2									
4352	6659	356.0	368.1	12.1	6	1	439	99	Bar. End BM1G
4348	6664	356.1	368.0	11.9	7	1	434	6	Lane End
4313	6708	357.2	371.8	14.6	7	2	494	62	Lane End
4289	6740	358.0	370.0	12.0	7	3	353	102	Bar. End BM1H
4289	6740	358.0	370.2	12.2	7	7	367	102	Bar. End BM1H
4289	6740	358.0	372.2	14.2	7	6	463	102	Bar. End BM1H
4223	6815	358.5	372.0	13.5	8	3	297	100	Bar. End BM1I
4223	6815	358.5	372.3	13.8	8	7	320	100	Bar. End BM1I
4223	6815	358.5	373.0	14.5	8	6	409	100	Bar. End BM1I
RECEIVER 3									
4462	6495	355.0	370.4	15.4	4	1	462	99	Bar. End BM1E
4406	6577	355.0	368.9	13.9	5	1	381	99	Bar. End BM1F
***** NEXT BARRIER SEGMENT WOULD BE HIGHER THAN 16' LIMIT *****									
4406	6577	355.0	371.1	16.1	5	2	487	99	Bar. End BM1F
4355	6654	355.9	367.6	11.7	6	1	322	92	Lane End

4352	6659	356.0		367.7	11.7	6	3	317	99		Bar. End BM1G
4352	6659	356.0		370.7	14.7	6	2	407	99		Bar. End BM1G
4336	6680	356.5		370.6	14.1	7	2	392	26		Lane End
4289	6740	358.0		369.9	11.9	7	3	266	102		Bar. End BM1H
4289	6740	358.0		371.3	13.3	7	6	362	102		Bar. End BM1H
4269	6763	358.2		371.5	13.3	8	6	359	31		NEAR PT.
4264	6768	358.2		370.8	12.6	8	7	275	38		NEAR PT.
4260	6773	358.2		371.7	13.5	8	8	350	44		NEAR PT.
4248	6786	358.3		371.1	12.8	8	3	257	62		NEAR PT.
4223	6815	358.5		371.9	13.4	8	3	260	100		Bar. End BM1I
4223	6815	358.5		372.1	13.6	8	7	284	100		Bar. End BM1I
RECEIVER 4											
4516	6413	357.5		363.5	6.0	3	1	395	103		Bar. End BM1D

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BTZ = Barrier Top Z coordinate
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BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 53

FOR BARRIER NO. 1

PAGE 1

LANE(S): 1 2 3 4 5 6 7 8 9 10

MAX. DT 50

RECEIVER(S): 1 2 3 4 5

MAGNOLIA ROAD

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
4462	6495	355.0	362.2	7.2	4	1	283	99	Bar. End BM1E
4406	6577	355.0	360.3	5.3	5	1	191	99	Bar. End BM1F
4364	6641	355.8	359.1	3.3	6	1	156	76	Lane End
4354	6655	356.0	359.8	3.8	6	7	155	94	NEAR PT.
4352	6659	356.0	360.0	4.0	6	7	155	99	Bar. End BM1G
4352	6659	356.0	360.5	4.5	6	3	152	99	Bar. End BM1G
4347	6665	356.1	360.8	4.7	7	3	152	7	NEAR PT.
4289	6740	358.0	362.1	4.1	7	7	206	102	Bar. End BM1H
4289	6740	358.0	364.8	6.8	7	3	187	102	Bar. End BM1H
4223	6815	358.5	362.7	4.2	8	7	320	100	Bar. End BM1I
4223	6815	358.5	367.5	9.0	8	3	268	100	Bar. End BM1I
RECEIVER 5									
4406	6577	355.0	367.8	12.8	5	1	449	99	Bar. End BM1F
4352	6659	356.0	366.3	10.3	6	1	339	99	Bar. End BM1G
4352	6659	356.0	366.7	10.7	6	2	494	99	Bar. End BM1G
4332	6684	356.6	365.7	9.1	7	1	310	32	Lane End
4289	6740	358.0	365.8	7.8	7	2	358	102	Bar. End BM1H
4289	6740	358.0	367.3	9.3	7	7	236	102	Bar. End BM1H
4289	6740	358.0	367.9	9.9	7	3	221	102	Bar. End BM1H
4288	6741	358.0	365.8	7.8	8	2	356	2	Lane End
4223	6815	358.5	366.0	7.5	8	6	253	100	Bar. End BM1I
4223	6815	358.5	366.3	7.8	8	8	242	100	Bar. End BM1I
4223	6815	358.5	368.8	10.3	8	7	163	100	Bar. End BM1I

BTZ = Barrier Top Z coordinate

DIFF = Distance LOS above barrier top

DT = Distance to Truck (from Rec.)

BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 106

FOR BARRIER NO. 2

PAGE 0
MAX. DT 500

LANE(S): 1 2 3 4 5 6 7 8 9 10

RECEIVER(S): 1 2 3 4 5

MAGNOLIA ROAD

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 1									
4223	6815	358.5	367.8	9.3	1	6	484	0	Bar. End BM1I
4223	6815	358.5	369.2	10.7	1	7	324	0	Bar. End BM1I
4223	6815	358.5	370.1	11.6	1	3	286	0	Bar. End BM1I
4149	6889	360.5	367.8	7.3	1	6	348	104	Bar. End BM2A
4149	6889	360.5	368.0	7.5	1	8	332	104	Bar. End BM2A
4149	6889	360.5	370.1	9.6	1	7	228	104	Bar. End BM2A
4149	6889	360.5	371.6	11.1	1	3	185	104	Bar. End BM2A
4115	6924	361.8	368.1	6.3	2	8	269	49	Lane End
4112	6927	361.9	367.8	5.9	2	6	284	53	Lane End
4081	6958	363.0	368.9	5.9	2	6	239	98	Bar. End BM2B
4081	6958	363.0	371.0	8.0	2	7	162	98	Bar. End BM2B
4081	6958	363.0	373.1	10.1	2	3	120	98	Bar. End BM2B
4074	6964	363.2	371.0	7.8	3	7	162	9	NEAR PT.
4070	6968	363.3	371.1	7.8	3	7	162	14	Lane End
4070	6968	363.3	373.1	9.8	3	3	118	15	Lane End
4066	6971	363.4	369.2	5.8	3	6	234	19	NEAR PT.
4062	6975	363.5	371.4	7.9	3	7	161	25	NEAR PT.
4062	6975	363.5	370.0	6.5	3	8	207	25	NEAR PT.
4058	6978	363.6	373.7	10.1	3	3	116	30	NEAR PT.
4004	7025	365.0	370.7	5.7	3	6	328	102	Bar. End BM2C
4004	7025	365.0	371.6	6.6	3	8	274	102	Bar. End BM2C
4004	7025	365.0	373.7	8.7	3	7	212	102	Bar. End BM2C
4004	7025	365.0	376.2	11.2	3	3	146	102	Bar. End BM2C
4001	7027	365.2	370.7	5.5	4	6	336	3	Lane End
3989	7037	366.1	371.9	5.8	4	8	308	19	Lane End
3968	7054	367.6	374.9	7.3	4	7	280	46	Lane End

RECEIVER 2

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 106

FOR BARRIER NO. 2

PAGE 1

MAX. DT 500

LANE(S): 1 2 3 4 5 6 7 8 9 10

RECEIVER(S): 1 2 3 4 5

MAGNOLIA ROAD

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
4174	6864	359.8	373.5	13.7	1	6	396	70	NEAR PT.
4169	6870	360.0	373.5	13.5	1	8	380	77	Lane End
4168	6870	360.0	373.5	13.5	1	6	396	77	Lane End
4168	6870	360.0	373.8	13.8	1	7	308	78	NEAR PT.
4150	6888	360.5	373.8	13.3	1	3	276	103	NEAR PT.
4149	6889	360.5	373.8	13.3	1	3	276	104	Bar. End BM2A
4149	6889	360.5	374.2	13.7	1	6	394	104	Bar. End BM2A
4149	6889	360.5	374.3	13.8	1	7	309	104	Bar. End BM2A
4148	6890	360.5	374.2	13.7	2	6	394	2	NEAR PT.
4137	6901	360.9	374.6	13.7	2	8	374	18	NEAR PT.
4090	6949	362.7	375.9	13.2	2	7	338	85	Lane End
4081	6958	363.0	375.5	12.5	2	3	297	98	Bar. End BM2B
4081	6958	363.0	376.3	13.3	2	7	342	98	Bar. End BM2B
4081	6958	363.0	376.7	13.7	2	6	421	98	Bar. End BM2B
4078	6960	363.1	375.6	12.5	3	3	298	3	Lane End
4004	7025	365.0	378.8	13.8	3	3	340	102	Bar. End BM2C
4004	7025	365.0	379.0	14.0	3	8	459	102	Bar. End BM2C
4004	7025	365.0	379.6	14.6	3	7	401	102	Bar. End BM2C
3946	7072	369.2	382.0	12.8	4	7	468	75	Lane End
3928	7087	370.5	381.9	11.4	4	3	407	99	Bar. End BM2D
3928	7087	370.5	382.6	12.1	4	7	492	99	Bar. End BM2D
3906	7102	370.9	382.7	11.8	5	3	431	27	Lane End
3846	7142	372.0	383.7	11.7	5	4	478	98	Bar. End BM2E
RECEIVER 3									
4223	6815	358.5	371.9	13.4	1	3	260	0	Bar. End BM1I
4223	6815	358.5	372.1	13.6	1	7	284	0	Bar. End BM1I
4205	6833	359.0	372.2	13.2	1	6	389	26	Lane End

4202	6836	359.1		372.3	13.2	1	8	373	30		Lane End
4149	6889	360.5		373.7	13.2	1	3	300	104		Bar. End BM2A
4149	6889	360.5		374.1	13.6	1	7	343	104		Bar. End BM2A
4113	6926	361.8		375.0	13.2	2	7	392	52		Lane End
4088	6951	362.7		375.2	12.5	2	3	361	87		Lane End
4081	6958	363.0		375.6	12.6	2	3	368	98		Bar. End BM2B
4081	6958	363.0		376.6	13.6	2	7	427	98		Bar. End BM2B
4004	7025	365.0		378.9	13.9	3	3	443	102		Bar. End BM2C
RECEIVER 4											
4223	6815	358.5		362.7	4.2	1	7	320	0		Bar. End BM1I
4223	6815	358.5		367.5	9.0	1	3	268	0		Bar. End BM1I
4168	6870	360.0		361.8	1.8	1	7	451	78		Lane End
4149	6889	360.5		362.8	2.3	1	7	483	104		Bar. End BM2A

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BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 106

FOR BARRIER NO. 2

PAGE 2
MAX. DT 500

LANE(S): 1 2 3 4 5 6 7 8 9 10

RECEIVER(S): 1 2 3 4 5

MAGNOLIA ROAD

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
4149	6889	360.5	368.6	8.1	1	3	380	104	Bar. End BM2A
4115	6923	361.7	369.1	7.4	2	3	436	48	Lane End
4081	6958	363.0	371.5	8.5	2	3	477	98	Bar. End BM2B
RECEIVER 5									
4223	6815	358.5	366.0	7.5	1	6	253	0	Bar. End BM1I
4223	6815	358.5	366.3	7.8	1	8	242	0	Bar. End BM1I
4223	6815	358.5	368.8	10.3	1	7	163	0	Bar. End BM1I
4198	6840	359.2	366.0	6.8	1	6	241	36	NEAR PT.
4195	6843	359.2	369.2	10.0	1	7	154	39	NEAR PT.
4193	6845	359.3	366.3	7.0	1	8	227	42	NEAR PT.
4188	6850	359.5	370.8	11.3	1	3	127	50	NEAR PT.
4184	6855	359.6	365.9	6.3	1	6	246	56	Lane End
4183	6855	359.6	366.3	6.7	1	8	229	57	Lane End
4182	6856	359.6	366.4	6.8	1	8	229	58	NEAR PT.
4149	6889	360.5	367.1	6.6	1	6	275	104	Bar. End BM2A
4149	6889	360.5	367.6	7.1	1	8	249	104	Bar. End BM2A
4149	6889	360.5	369.7	9.2	1	7	184	104	Bar. End BM2A
4118	6921	361.6	370.1	8.5	2	7	236	45	Lane End
4093	6945	362.5	372.8	10.3	2	3	208	80	Lane End
4081	6958	363.0	369.5	6.5	2	6	432	98	Bar. End BM2B
4081	6958	363.0	370.4	7.4	2	8	370	98	Bar. End BM2B
4081	6958	363.0	372.1	9.1	2	7	295	98	Bar. End BM2B
4081	6958	363.0	373.6	10.6	2	3	223	98	Bar. End BM2B
4066	6971	363.4	369.9	6.5	3	6	478	20	Lane End
4043	6991	364.0	371.4	7.4	3	8	458	50	Lane End
4007	7022	364.9	375.0	10.1	3	7	438	97	Lane End
4004	7025	365.0	375.1	10.1	3	7	446	102	Bar. End BM2C

4004	7025	365.0		377.1	12.1	3	3	320	102		Bar. End BM2C
3933	7083	370.1		380.0	9.9	4	3	419	92		Lane End
3928	7087	370.5		380.1	9.6	4	5	427	99		Bar. End BM2D
3928	7087	370.5		380.2	9.7	4	4	424	99		Bar. End BM2D

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 BTZ = Barrier Top Z coordinate
 DIFF = Distance LOS above barrier top
 DT = Distance to Truck (from Rec.)
 BD = Barrier distance (along bar. from segment pt.)

KENT COMMONS LINE-OF-SIGHT FILE

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 48 FOR BARRIER NO. 1 PAGE 0
MAX. DT 500
LANE(S): 1 2 3 4 5 6 7 RECEIVER(S): 1 2 3 4 5 6 7 8 9 10

KENT COMMONS

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 1									
5438	6936	51.7	60.9	9.2	1	2	426	0	Bar. End BK11
5472	7034	52.0	56.9	4.9	1	1	444	103	Bar. End BK12
5472	7034	52.0	59.8	7.8	1	2	341	103	Bar. End BK12
5481	7061	52.6	59.6	7.0	2	2	319	29	Lane End
5496	7106	53.6	57.1	3.5	2	1	368	77	Lane End
5502	7126	54.0	57.7	3.7	2	1	346	98	Bar. End BK13
5502	7126	54.0	60.6	6.6	2	2	261	98	Bar. End BK13
5539	7214	54.5	59.2	4.7	3	1	277	95	Bar. End BK14
5539	7214	54.5	61.1	6.6	3	2	211	95	Bar. End BK14
5560	7263	56.4	61.2	4.8	4	2	202	53	NEAR PT.
5561	7265	56.5	59.9	3.4	4	1	264	56	Lane End
5561	7266	56.5	61.2	4.7	4	2	202	57	Lane End
5565	7275	56.9	61.5	4.6	4	2	202	67	NEAR PT.
5566	7277	57.0	60.2	3.2	4	1	263	69	NEAR PT.
5579	7307	58.1	60.9	2.8	4	1	267	101	Bar. End BK15
5579	7307	58.1	62.9	4.8	4	2	205	101	Bar. End BK15
5622	7395	60.0	62.4	2.4	5	1	325	98	Bar. End BK16
5622	7395	60.0	66.0	6.0	5	2	252	98	Bar. End BK16
5637	7425	60.7	62.7	2.0	6	1	357	34	Lane End
5656	7462	61.5	68.1	6.6	6	2	313	75	Lane End
5668	7483	62.0	64.1	2.1	6	1	418	99	Bar. End BK17
5668	7483	62.0	68.8	6.8	6	2	331	99	Bar. End BK17
5721	7572	63.5	70.6	7.1	7	2	424	104	Bar. End BK18

RECEIVER 2

5502	7126	54.0	57.9	3.9	2	2	487	98	Bar. End BK13
5539	7214	54.5	58.0	3.5	3	2	386	95	Bar. End BK14
5721	7572	63.5	63.8	0.3	7	2	163	104	Bar. End BK18

RECEIVER 3

5539	7214	54.5	58.1	3.6	3	1	493	95	Bar. End BK14
5539	7214	54.5	61.0	6.5	3	2	380	95	Bar. End BK14
5573	7292	57.5	61.1	3.6	4	2	310	85	Lane End
5579	7307	58.1	59.4	1.3	4	1	383	101	Bar. End BK15
5579	7307	58.1	61.7	3.6	4	2	296	101	Bar. End BK15
5591	7332	58.6	59.6	1.0	5	1	357	28	Lane End
5622	7395	60.0	60.7	0.7	5	1	295	98	Bar. End BK16
5622	7395	60.0	64.9	4.9	5	2	227	98	Bar. End BK16
5664	7476	61.8	67.3	5.5	6	2	201	91	NEAR PT.

 BTZ = Barrier Top Z coordinate
 DIFF = Distance LOS above barrier top
 DT = Distance to Truck (from Rec.)
 BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 48 FOR BARRIER NO. 1 PAGE 1
LANE(S): 1 2 3 4 5 6 7 RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 MAX. DT 500

KENT COMMONS

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
5668	7483	62.0	67.5	5.5	6	2	201	99	Bar. End BK17
5671	7488	62.1	67.6	5.5	7	2	202	6	Lane End
5674	7493	62.2	67.7	5.5	7	2	202	12	NEAR PT.
5721	7572	63.5	69.4	5.9	7	2	228	104	Bar. End BK18
RECEIVER 5									
5622	7395	60.0	64.8	4.8	5	2	429	98	Bar. End BK16
5668	7483	62.0	62.2	0.2	6	1	432	99	Bar. End BK17
5668	7483	62.0	67.4	5.4	6	2	343	99	Bar. End BK17
5688	7516	62.6	67.9	5.3	7	2	314	39	Lane End
5721	7572	63.5	69.1	5.6	7	2	260	104	Bar. End BK18
RECEIVER 6									
5668	7483	62.0	70.2	8.2	6	2	471	99	Bar. End BK17
5679	7501	62.3	70.7	8.4	7	2	462	22	Lane End
5721	7572	63.5	69.2	5.7	7	1	488	104	Bar. End BK18
5721	7572	63.5	72.1	8.6	7	2	425	104	Bar. End BK18

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 59 FOR BARRIER NO. 2 PAGE 0
LANE(S) : 1 2 3 4 5 6 7 RECEIVER(S) : 1 2 3 4 5 6 7 8 9 10 MAX. DT 500

KENT COMMONS

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 1									
5721	7572	63.5	70.6	7.1	1	2	424	0	Bar. End BK22
RECEIVER 2									
5721	7572	63.5	63.8	0.3	1	2	163	0	Bar. End BK22
5764	7637	64.1	64.4	0.3	1	2	262	78	Lane End
5826	7734	65.0	69.1	4.1	1	2	378	193	Bar. End BK23
5883	7817	67.0	72.5	5.5	2	2	479	101	Bar. End BK24
RECEIVER 3									
5721	7572	63.5	69.4	5.9	1	2	228	0	Bar. End BK22
5783	7667	64.4	70.7	6.3	1	2	314	113	Lane End
5826	7734	65.0	66.4	1.4	1	1	484	193	Bar. End BK23
5826	7734	65.0	73.0	8.0	1	2	377	193	Bar. End BK23
5883	7817	67.0	75.6	8.6	2	2	465	101	Bar. End BK24
RECEIVER 5									
5721	7572	63.5	69.1	5.6	1	2	260	0	Bar. End BK22
5797	7689	64.6	70.6	6.0	1	2	203	140	NEAR PT.
5802	7696	64.6	70.7	6.1	1	2	203	148	Lane End
5806	7703	64.7	71.0	6.3	1	2	203	156	NEAR PT.
5826	7734	65.0	72.2	7.2	1	2	207	193	Bar. End BK23
5883	7817	67.0	74.9	7.9	2	2	254	101	Bar. End BK24
5933	7883	69.0	76.2	7.2	3	2	319	83	Lane End
5941	7893	69.3	76.4	7.1	3	2	329	96	Bar. End BK25
6004	7974	69.4	77.6	8.2	4	2	415	102	Bar. End BK26
RECEIVER 6									
5721	7572	63.5	69.2	5.7	1	1	488	0	Bar. End BK22

5721	7572	63.5		72.1	8.6	1	2	425	0		Bar. End BK22
5788	7675	64.5		70.2	5.7	1	1	464	123		NEAR PT.
5790	7678	64.5		73.7	9.2	1	2	402	127		NEAR PT.
5801	7696	64.6		74.0	9.4	1	2	403	147		Lane End
5802	7696	64.6		70.5	5.9	1	1	465	148		Lane End
5808	7705	64.7		70.7	6.0	1	1	464	159		NEAR PT.
5809	7708	64.8		74.4	9.6	1	2	403	162		NEAR PT.
5826	7734	65.0		71.4	6.4	1	1	466	193		Bar. End BK23
5826	7734	65.0		75.1	10.1	1	2	404	193		Bar. End BK23

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 BTZ = Barrier Top Z coordinate
 DIFF = Distance LOS above barrier top
 DT = Distance to Truck (from Rec.)
 BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 59 FOR BARRIER NO. 2 PAGE 1
LANE(S): 1 2 3 4 5 6 7 RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 MAX. DT 50

KENT COMMONS

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
5883	7817	67.0	73.3	6.3	2	1	493	101	Bar. End BK24
5883	7817	67.0	77.3	10.3	2	2	426	101	Bar. End BK24
5941	7893	69.3	78.9	9.6	3	2	469	96	Bar. End BK25
5942	7893	69.3	78.9	9.6	4	2	469	1	Lane End
RECEIVER 7									
5883	7817	67.0	74.0	7.0	2	2	432	101	Bar. End BK24
5941	7893	69.3	75.5	6.2	3	2	344	96	Bar. End BK25
5964	7923	69.3	76.0	6.7	4	2	313	38	Lane End
6004	7974	69.4	76.9	7.5	4	2	260	102	Bar. End BK26
6067	8044	69.6	76.3	6.7	5	2	211	95	Bar. End BK27
6104	8084	69.7	76.0	6.3	6	2	202	55	NEAR PT.
6111	8091	69.7	76.0	6.3	6	2	203	64	Lane End
6116	8097	69.7	76.1	6.4	6	2	202	72	NEAR PT.
6135	8118	69.8	76.4	6.6	6	2	205	100	Bar. End BK28
RECEIVER 8									
5883	7817	67.0	75.7	8.7	2	2	468	101	Bar. End BK24
5941	7893	69.3	69.9	0.6	3	1	479	96	Bar. End BK25
5941	7893	69.3	77.3	8.0	3	2	398	96	Bar. End BK25
5959	7916	69.3	77.7	8.4	4	2	379	30	Lane End
5981	7945	69.4	70.7	1.3	4	1	432	66	Lane End
6004	7974	69.4	71.2	1.8	4	1	407	102	Bar. End BK26
6004	7974	69.4	78.4	9.0	4	2	335	102	Bar. End BK26
6067	8044	69.6	71.4	1.8	5	1	366	95	Bar. End BK27
6067	8044	69.6	78.1	8.5	5	2	303	95	Bar. End BK27
6100	8080	69.7	77.9	8.2	6	2	299	49	NEAR PT.
6103	8083	69.7	71.5	1.8	6	1	360	52	NEAR PT.
6111	8091	69.7	77.9	8.2	6	2	299	64	Lane End

6111	8092	69.7		71.5	1.8	6	1	360	65		Lane End
6119	8100	69.8		78.0	8.2	6	2	299	76		NEAR PT.
6119	8101	69.8		71.5	1.7	6	1	360	77		NEAR PT.
6135	8118	69.8		71.6	1.8	6	1	361	100		Bar. End BK28
6135	8118	69.8		78.2	8.4	6	2	300	100		Bar. End BK28

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 BTZ = Barrier Top Z coordinate
 DIFF = Distance LOS above barrier top
 DT = Distance to Truck (from Rec.)
 BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 35 FOR BARRIER NO. 3 PAGE 0
LANE(S) : 1 2 3 4 5 6 7 RECEIVER(S) : 1 2 3 4 5 6 7 8 9 10 MAX. DT 500

KENT COMMONS

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 7									
6135	8118	70.0	76.4	6.4	1	2	205	0	Bar. End BK28
6206	8187	69.0	76.0	7.0	1	2	247	99	Bar. End BK31
6280	8256	68.5	75.1	6.6	2	2	327	101	Bar. End BK32
6351	8323	68.3	74.6	6.3	3	2	420	97	Bar. End BK33
RECEIVER 8									
6135	8118	70.0	71.6	1.6	1	1	361	0	Bar. End BK28
6135	8118	70.0	78.2	8.2	1	2	300	0	Bar. End BK28
6206	8187	69.0	70.6	1.6	1	1	394	99	Bar. End BK31
6206	8187	69.0	77.7	8.7	1	2	327	99	Bar. End BK31
6280	8256	68.5	69.5	1.0	2	1	463	101	Bar. End BK32
6280	8256	68.5	77.0	8.5	2	2	385	101	Bar. End BK32
6351	8323	68.3	76.5	8.2	3	2	460	97	Bar. End BK33
RECEIVER 9									
6206	8187	69.0	76.2	7.2	1	2	454	99	Bar. End BK31
6280	8256	68.5	75.4	6.9	2	2	359	101	Bar. End BK32
6351	8323	68.3	74.8	6.5	3	2	276	97	Bar. End BK33
6425	8393	68.1	74.1	6.0	4	2	215	102	Bar. End BK34
6470	8437	68.0	73.9	5.9	5	2	202	63	Lane End
6474	8440	68.0	73.9	5.9	5	3	202	68	NEAR PT.
6495	8461	68.0	73.6	5.6	5	3	205	97	Bar. End BK35
6570	8528	66.5	71.9	5.4	6	3	251	100	Bar. End BK36
6643	8598	65.7	71.0	5.3	7	3	331	102	Bar. End BK37
RECEIVER 10									
6280	8256	68.5	78.1	9.6	2	2	480	101	Bar. End BK32
6351	8323	68.3	72.1	3.8	3	1	497	97	Bar. End BK33

6351	8323	68.3		77.6	9.3	3	2	431	97		Bar. End BK33
6425	8393	68.1		71.0	2.9	4	1	462	102		Bar. End BK34
6425	8393	68.1		77.0	8.9	4	2	401	102		Bar. End BK34
6465	8432	68.0		76.8	8.8	5	2	397	56		NEAR PT.
6466	8432	68.0		70.6	2.6	5	1	457	56		NEAR PT.
6470	8437	68.0		76.8	8.8	5	2	397	63		Lane End
6471	8437	68.0		76.8	8.8	5	3	397	63		NEAR PT.
6471	8438	68.0		70.5	2.5	5	1	457	64		Lane End
6495	8461	68.0		70.1	2.1	5	5	459	97		Bar. End BK35.
6495	8461	68.0		76.5	8.5	5	3	399	97		Bar. End
BK35											
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BTZ = Barrier Top Z coordinate											
DIFF = Distance LOS above barrier top											
DT = Distance to Truck (from Rec.)											
BD = Barrier distance (along bar. from segment pt.)											

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 35 FOR BARRIER NO. 3 PAGE 1
LANE(S): 1 2 3 4 5 6 7 RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 MAX. DT 500

KENT COMMONS

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
6570	8528	66.5	68.6	2.1	6	5	487	100	Bar. End BK36
6570	8528	66.5	74.9	8.4	6	3	422	100	Bar. End BK36
6643	8598	65.7	73.8	8.1	7	3	470	102	Bar. End BK37

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 3 FOR BARRIER NO. 4 PAGE 0
LANE(S): 1 2 3 4 5 6 7 RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 MAX. DT 500

KENT COMMONS

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 9									
6643	8598	65.7	71.0	5.3	1	3	331	0	Bar. End BK37
6716	8661	64.0	68.9	4.9	1	3	428	96	Bar. End BK41
RECEIVER 10									
6643	8598	65.7	73.8	8.1	1	3	470	0	Bar. End BK37

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

SPOKANE COMMUNITY COLLEGE NEIGHBORHOOD SIDE LINE-OF-SIGHT FILE

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 113

FOR BARRIER NO. 2

PAGE 0
MAX. DT 500

LANE(S): 1 2 3 4 5 6 7 8 9 10 11

RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11

12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 1									
10243	12430	1950.2	1950.6	0.4	2	11	288	187	Lane End
10244	12444	1950.2	1950.6	0.4	2	11	272	201	Bar. End B11W
10256	12605	1950.2	1950.4	0.2	3	11	154	162	NEAR PT.
10258	12643	1950.2	1950.3	0.1	3	11	163	200	Bar. End B12W
***** NEXT BARRIER SEGMENT WOULD BE HIGHER THAN 16' LIMIT *****									
10265	12847	1949.2	1968.8	19.6	4	11	222	204	Bar. End B13W
RECEIVER 2									
10228	12244	1950.2	1954.8	4.6	1	11	493	194	Bar. End B10W
10228	12244	1950.2	1954.5	4.3	2	11	498	0	Bar. End B10W
10241	12401	1950.2	1953.5	3.3	2	2	383	158	Lane End
10241	12405	1950.2	1954.6	4.4	2	11	338	162	Lane End
10244	12444	1950.2	1953.7	3.5	2	2	338	201	Bar. End B11W
10244	12444	1950.2	1954.6	4.4	2	11	307	201	Bar. End B11W
10255	12599	1950.2	1954.5	4.3	3	11	241	156	NEAR PT.
10256	12614	1950.2	1954.1	3.9	3	2	250	170	NEAR PT.
10258	12643	1950.2	1954.2	4.0	3	2	253	200	Bar. End B12W
10258	12643	1950.2	1954.4	4.2	3	11	247	200	Bar. End B12W
10260	12713	1949.9	1953.9	4.0	4	2	279	70	Lane End
10263	12783	1949.5	1953.3	3.8	4	3	329	140	Lane End
10265	12847	1949.2	1953.1	3.9	4	3	383	204	Bar. End B13W
10265	12847	1949.2	1965.0	15.8	4	11	286	204	Bar. End B13W

RECEIVER 3										
10244	12439	1950.2	1952.2	2.0	2	11	370	196		Lane End
10244	12444	1950.2	1952.2	2.0	2	11	365	201		Bar. End B11W
10258	12643	1950.2	1951.3	1.1	3	2	198	200		Bar. End B12W
10258	12643	1950.2	1951.9	1.7	3	11	189	200		Bar. End B12W
10260	12685	1950.0	1951.5	1.5	4	11	181	42		NEAR PT.
10260	12695	1949.9	1951.1	1.2	4	2	185	52		NEAR PT.
10261	12726	1949.8	1951.0	1.2	4	2	189	83		Lane End
10263	12790	1949.5	1950.5	1.0	4	3	227	147		Lane End
10265	12847	1949.2	1950.4	1.2	4	3	278	204		Bar. End B13W

RECEIVER 4										
10247	12485	1950.2	1950.5	0.3	3	11	469	41		Lane End

RECEIVER 5										
10244	12444	1950.2	1955.1	4.9	2	11	496	201		Bar. End B11W

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 BTZ = Barrier Top Z coordinate
 DIFF = Distance LOS above barrier top
 DT = Distance to Truck (from Rec.)
 BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 113 FOR BARRIER NO. 2 PAGE 1
LANE(S): 1 2 3 4 5 6 7 8 9 10 11 MAX. DT 500
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
10258	12643	1950.2	1954.6	4.4	3	2	332	200	Bar. End B12W
10258	12643	1950.2	1954.9	4.7	3	11	321	200	Bar. End B12W
10262	12751	1949.7	1954.1	4.4	4	2	269	108	Lane End
10263	12805	1949.4	1953.7	4.3	4	3	261	162	NEAR PT.
10264	12821	1949.3	1953.5	4.2	4	3	262	179	Lane End
10265	12847	1949.2	1953.4	4.2	4	3	265	204	Bar. End B13W
10266	13048	1947.6	1951.8	4.2	5	3	391	201	Bar. End B14W

RECEIVER 6

10258	12643	1950.2	1952.8	2.6	3	2	487	200	Bar. End B12W
10258	12643	1950.2	1953.6	3.4	3	11	457	200	Bar. End B12W
10263	12792	1949.5	1952.3	2.8	4	2	314	149	Lane End
10265	12847	1949.2	1951.8	2.6	4	3	265	204	Bar. End B13W
10265	12859	1949.1	1951.7	2.6	5	3	256	12	Lane End
10265	12975	1948.2	1950.8	2.6	5	3	207	128	NEAR PT.
10266	13048	1947.6	1950.2	2.6	5	3	228	201	Bar. End B14W
10268	13244	1946.0	1948.8	2.8	6	3	405	196	Lane End
10268	13247	1946.0	1948.7	2.7	6	3	410	199	Bar. End B15W

RECEIVER 7

10258	12643	1950.2	1955.8	5.6	3	2	499	200	Bar. End B12W
10258	12643	1950.2	1956.0	5.8	3	11	482	200	Bar. End B12W
10262	12775	1949.6	1955.2	5.6	4	2	381	133	Lane End
10265	12847	1949.2	1954.6	5.4	4	3	336	204	Bar. End B13W
10265	12849	1949.2	1954.6	5.4	5	3	335	2	Lane End
10265	12976	1948.2	1953.5	5.3	5	3	299	129	NEAR PT.
10266	13048	1947.6	1953.0	5.4	5	3	311	201	Bar. End B14W

10268	13247	1946.0	1951.5	5.5	6	3	440	199	Bar. End B15W
10268	13268	1945.8	1951.3	5.5	7	3	458	21	Lane End

RECEIVER 8

10264	12813	1949.4	1953.8	4.4	4	2	460	170	Lane End
10265	12847	1949.2	1953.6	4.4	4	3	425	204	Bar. End B13W
10265	12884	1948.9	1953.1	4.2	5	3	390	37	Lane End
10267	13128	1947.0	1951.2	4.2	6	3	244	80	NEAR PT.
10268	13247	1946.0	1950.3	4.3	6	3	286	199	Bar. End B15W
10268	13285	1945.7	1950.0	4.3	7	3	313	38	Lane End
10269	13450	1944.4	1948.6	4.2	7	3	470	202	Bar. End B16W

RECEIVER 9

10263	12798	1949.4	1955.4	6.0	4	2	495	155	Lane End
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BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 113

FOR BARRIER NO. 2

PAGE 2
MAX. DT 500

LANE(S): 1 2 3 4 5 6 7 8 9 10 11

RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
8 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
10265	12847	1949.2	1955.0	5.8	4	3	452	204	Bar. End B13W
10265	12872	1949.0	1954.7	5.7	5	3	431	25	Lane End
10265	12916	1948.7	1949.0	0.3	5	5	477	69	Lane End
10266	13048	1947.6	1947.8	0.2	5	5	388	201	Bar. End B14W
10266	13048	1947.6	1953.3	5.7	5	3	320	201	Bar. End B14W
10267	13125	1947.0	1947.1	0.1	6	5	372	77	NEAR PT.
10267	13128	1947.0	1952.7	5.7	6	3	306	80	NEAR PT.
10268	13230	1946.1	1946.2	0.1	6	5	402	182	Lane End
10268	13247	1946.0	1946.1	0.1	6	6	411	199	Bar. End B15W
10268	13247	1946.0	1951.8	5.8	6	3	337	199	Bar. End B15W
10268	13263	1945.9	1946.0	0.1	7	6	421	16	Lane End
10268	13293	1945.6	1951.4	5.8	7	3	363	46	Lane End
10269	13450	1944.4	1950.1	5.7	7	3	489	202	Bar. End B16W
RECEIVER 10									
10265	12939	1948.5	1949.9	1.4	5	3	458	92	Lane End
10266	13048	1947.6	1949.0	1.4	5	3	325	201	Bar. End B14W
10268	13247	1946.0	1947.6	1.6	6	3	177	199	NEAR PT.
10268	13247	1946.0	1947.6	1.6	6	3	177	199	Bar. End B15W
10268	13303	1945.6	1947.1	1.5	7	3	193	55	Lane End
10269	13450	1944.4	1945.8	1.4	7	3	331	202	Bar. End B16W
RECEIVER 11									
10265	12911	1948.7	1952.4	3.7	5	3	470	64	Lane End
10266	13048	1947.6	1951.3	3.7	5	3	329	201	Bar. End B14W
10268	13235	1946.1	1949.9	3.8	6	3	228	187	NEAR PT.
10268	13247	1946.0	1949.8	3.8	6	3	229	199	Bar. End B15W

10268	13305	1945.5	1949.3	3.8	7	3	245	58	Lane End
10269	13450	1944.4	1948.0	3.6	7	3	355	202	Bar. End B16W
RECEIVER 12									
0268	13245	1946.0	1946.1	0.1	6	5	374	197	NEAR PT.
0268	13247	1946.0	1946.0	0.0	6	5	374	199	Bar. End B15W
0268	13248	1946.0	1951.8	5.8	7	3	306	1	NEAR PT.
0268	13267	1945.8	1945.9	0.1	7	5	375	19	Lane End
0268	13300	1945.6	1945.6	0.0	7	6	381	53	Lane End
0268	13312	1945.5	1951.3	5.8	7	3	315	64	Lane End
RECEIVER 13									
0268	13247	1946.0	1947.3	1.3	6	3	336	199	Bar. End B15W

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 BTZ = Barrier Top Z coordinate
 DIFF = Distance LOS above barrier top
 DT = Distance to Truck (from Rec.)
 BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 113

FOR BARRIER NO. 2

PAGE 3
MAX. DT 500

LANE(S): 1 2 3 4 5 6 7 8 9 10 11

RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11

12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
10268	13361	1945.1	1946.4	1.3	7	3	216	113	Lane End
10269	13450	1944.4	1945.6	1.2	7	3	171	202	Bar. End B16W
10269	13456	1944.3	1945.5	1.2	8	3	170	7	NEAR PT.
10269	13650	1942.8	1943.7	0.9	8	3	321	200	Bar. End B17W
RECEIVER 14									
10268	13247	1946.0	1950.8	4.8	6	3	368	199	Bar. End B15W
10268	13349	1945.2	1950.0	4.8	7	3	293	101	Lane End
10269	13450	1944.4	1949.1	4.7	7	3	259	202	Bar. End B16W
10269	13461	1944.3	1949.0	4.7	8	3	258	12	NEAR PT.
10269	13650	1942.8	1947.3	4.5	8	3	348	200	Bar. End B17W
RECEIVER 15									
10269	13392	1944.9	1947.3	2.4	7	3	346	145	Lane End
10269	13450	1944.4	1946.8	2.4	7	3	288	202	Bar. End B16W
10269	13608	1943.1	1945.3	2.2	8	3	197	159	NEAR PT.
10269	13650	1942.8	1944.9	2.1	8	3	205	200	Bar. End B17W
RECEIVER 16									
10268	13378	1945.0	1949.4	4.4	7	3	383	130	Lane End
10269	13450	1944.4	1948.8	4.4	7	3	322	202	Bar. End B16W
10269	13612	1943.1	1947.3	4.2	8	3	253	162	NEAR PT.
10269	13650	1942.8	1947.0	4.2	8	3	257	200	Bar. End B17W
RECEIVER 17									
10269	13650	1942.8	1944.0	1.2	8	3	278	200	Bar. End B17W

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 25 FOR BARRIER NO. 3 PAGE 0
MAX. DT 500
LANE(S): 1 2 3 4 5 6 7 8 9 10 11
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 6 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 13									
10269	13650	1942.8	1943.7	0.9	1	3	321	0	Bar. End B17W
10268	13710	1942.3	1942.9	0.6	1	3	400	61	Lane End
RECEIVER 14									
10269	13650	1942.8	1947.3	4.5	1	3	348	0	Bar. End B17W
10268	13747	1942.1	1946.2	4.1	1	3	441	97	Lane End
RECEIVER 15									
10269	13650	1942.8	1944.9	2.1	1	3	205	0	Bar. End B17W
10267	13763	1941.9	1943.5	1.6	1	3	288	113	Lane End
10266	13859	1941.2	1942.2	1.0	1	3	394	209	Bar. End B18W
RECEIVER 16									
10269	13650	1942.8	1947.0	4.2	1	3	257	0	Bar. End B17W
10267	13775	1941.8	1945.5	3.7	1	3	326	126	Lane End
10266	13859	1941.2	1944.4	3.2	1	3	401	209	Bar. End B18W
RECEIVER 17									
10269	13650	1942.8	1944.0	1.2	1	3	278	0	Bar. End B17W
10267	13803	1941.6	1942.0	0.4	1	3	182	153	NEAR PT.
10266	13813	1941.5	1941.9	0.4	1	3	183	164	Lane End
10266	13859	1941.2	1941.2	0.0	1	3	198	209	Bar. End B18W
RECEIVER 18									
10266	13819	1941.5	1945.3	3.8	1	3	264	170	Lane End
10266	13829	1941.4	1945.2	3.8	1	3	264	179	NEAR PT.
10266	13859	1941.2	1944.8	3.6	1	3	267	209	Bar. End B18W

10265	14057	1939.6	1942.5	2.9	2	3	388	198	Bar. End B19W
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RECEIVER 19

10266	13859	1941.2	1941.3	0.1	1	3	374	209	Bar. End B18W
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10266	13894	1940.9	1940.9	0.0	2	3	334	35	Lane End
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RECEIVER 20

10266	13865	1941.2	1944.4	3.2	2	3	350	6	Lane End
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BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 25 FOR BARRIER NO. 3 PAGE 1
MAX. DT 500
LANE(S): 1 2 3 4 5 6 7 8 9 10 11
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 6 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
10265	14050	1939.7	1942.2	2.5	2	3	261	192	NEAR PT.
10265	14057	1939.6	1942.2	2.6	2	3	261	198	Bar. End B19W
10265	14257	1938.0	1939.8	1.8	3	3	366	200	Bar. End B20W
10265	14273	1937.9	1939.6	1.7	4	3	380	16	Lane End

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

SPOKANE COMMUNITY COLLEGE SIDE LINE-OF-SIGHT FILE

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS	29	FOR BARRIER NO.	1	PAGE	0
LANE(S):	1 2 3 4 5 6 7 8 9 10 11	RECEIVER(S):	1 2 3 4 5 6 7 8 9 10 11	MAX. DT	500
			12 13 14 15 16 17 18 19 20 21 22 23 24 25 6 27		
			28 29 30 31 32 33 34 35 36 37 38 39 40		

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 21									
10819	11735	1947.9	1955.8	7.9	2	7	491	200	Bar. End B3E
10734	11761	1947.8	1955.3	7.5	3	7	457	88	Lane End
10720	11765	1947.8	1955.6	7.8	3	7	447	103	Bar. End B4E
10635	11817	1947.7	1955.8	8.1	4	7	397	100	Bar. End B5E
10580	11873	1947.6	1954.3	6.7	5	7	378	78	Lane End
10559	11894	1947.6	1955.1	7.5	5	7	357	108	Bar. End B6E
10510	11979	1947.4	1951.2	3.8	6	5	477	99	Bar. End B7E
10510	11979	1947.4	1955.1	7.7	6	7	316	99	Bar. End B7E
10492	12041	1947.3	1953.5	6.2	7	7	308	64	NEAR PT.
10490	12045	1947.3	1953.4	6.1	7	7	308	69	Lane End
10486	12059	1947.3	1949.2	1.9	7	2	461	84	Bar. End B8E
10486	12059	1947.3	1953.4	6.1	7	5	392	84	Bar. End B8E
10486	12059	1947.3	1953.7	6.4	7	7	301	84	Bar. End B8E
10480	12151	1947.2	1953.8	6.6	8	7	282	92	NEAR PT.
10478	12169	1947.2	1949.2	2.0	8	2	419	110	NEAR PT.
10478	12170	1947.2	1953.5	6.3	8	5	356	111	NEAR PT.
10472	12261	1947.1	1949.2	2.1	8	2	446	202	Lane End
10471	12276	1947.1	1949.2	2.1	8	2	455	217	Bar. End B9E
10471	12276	1947.1	1953.7	6.6	8	5	386	217	Bar. End B9E
10471	12276	1947.1	1953.8	6.7	8	7	317	217	Bar. End B9E
RECEIVER 22									

***** NEXT BARRIER SEGMENT WOULD BE HIGHER THAN 16' LIMIT *****

11013	11690	1948.1	1971.0	22.9	2	8	475	0	Bar. End B2E
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RECEIVER 23

10510	11979	1947.4	1955.7	8.3	6	7	480	99	Bar. End B7E
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10486	12059	1947.3	1953.9	6.6	7	7	437	84	Bar. End B8E
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10485	12075	1947.3	1953.3	6.0	8	7	431	16	Lane End
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10471	12276	1947.1	1948.1	1.0	8	2	428	217	Bar. End B9E
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10471	12276	1947.1	1952.7	5.6	8	5	358	217	Bar. End B9E
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10471	12276	1947.1	1953.4	6.3	8	7	284	217	Bar. End B9E
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RECEIVER 25

10471	12276	1947.1	1955.1	8.0	8	7	476	217	Bar. End B9E
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RECEIVER 26

10471	12276	1947.1	1953.2	6.1	8	7	421	217	Bar. End B9E
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BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 109 FOR BARRIER NO. 2 PAGE 0
LANE(S) : 1 2 3 4 5 6 7 8 9 10 11 MAX. DT 50
RECEIVER(S) : 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 6 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 21									
10471	12276	1947.1	1949.2	2.1	1	2	455	0	Bar. End B9E
10471	12276	1947.1	1953.7	6.6	1	5	386	0	Bar. End B9E
10471	12276	1947.1	1953.8	6.7	1	7	317	0	Bar. End B9E
10471	12277	1947.1	1953.7	6.6	1	5	387	2	Lane End
10466	12415	1946.9	1953.3	6.4	1	7	417	139	Lane End
10464	12477	1946.8	1953.2	6.4	1	7	473	201	Bar. End B10E
***** NEXT BARRIER SEGMENT WOULD BE HIGHER THAN 16' LIMIT *****									
10461	12674	1946.6	1970.6	24.0	2	11	460	197	Bar. End B11E
RECEIVER 23									
10471	12276	1947.1	1948.1	1.0	1	2	428	0	Bar. End B9E
10471	12276	1947.1	1952.7	5.6	1	5	358	0	Bar. End B9E
10471	12276	1947.1	1953.4	6.3	1	7	284	0	Bar. End B9E
10468	12339	1947.0	1952.6	5.6	1	5	328	64	Lane End
10468	12347	1947.0	1947.9	0.9	1	2	390	71	Lane End
10468	12367	1947.0	1953.0	6.0	1	7	264	91	NEAR PT.
10467	12383	1946.9	1947.8	0.9	1	2	385	107	NEAR PT.
10467	12384	1946.9	1952.4	5.5	1	5	322	108	NEAR PT.
10465	12444	1946.8	1952.7	5.9	1	7	279	168	Lane End
10464	12477	1946.8	1947.4	0.6	1	2	416	201	Bar. End B10E
10464	12477	1946.8	1952.2	5.4	1	5	347	201	Bar. End B10E
10464	12477	1946.8	1952.6	5.8	1	7	294	201	Bar. End B10E
10461	12674	1946.6	1951.8	5.2	2	7	453	197	Bar. End B11E
10461	12674	1946.6	1955.4	8.8	2	11	448	197	Bar. End B11E

RECEIVER 25

10471	12276	1947.1	1955.1	8.0	1	7	476	0	Bar. End B9E
10465	12452	1946.8	1954.6	7.8	1	7	435	177	NEAR PT.
10465	12457	1946.8	1954.6	7.8	1	7	435	181	Lane End
10464	12460	1946.8	1954.6	7.8	1	7	435	184	NEAR PT.
10464	12477	1946.8	1954.6	7.8	1	7	435	201	Bar. End B10E
10464	12477	1946.8	1956.1	9.3	1	5	486	201	Bar. End B10E
10464	12481	1946.8	1956.0	9.2	2	5	486	4	NEAR PT.
10461	12674	1946.6	1954.1	7.5	2	7	497	197	Bar. End B11E

RECEIVER 26

10471	12276	1947.1	1953.2	6.1	1	7	421	0	Bar. End B9E
10466	12399	1946.9	1951.7	4.8	1	5	400	123	Lane End

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 BTZ = Barrier Top Z coordinate
 DIFF = Distance LOS above barrier top
 DT = Distance to Truck (from Rec.)
 BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 109

FOR BARRIER NO. 2

PAGE 1
MAX. DT 500

LANE(S): 1 2 3 4 5 6 7 8 9 10 11

RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 6 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
10464	12474	1946.8	1952.3	5.5	1	7	283	198	Lane End
10464	12477	1946.8	1951.5	4.7	1	5	338	201	Bar. End B10E
10464	12477	1946.8	1952.3	5.5	1	7	282	201	Bar. End B10E
10462	12563	1946.7	1951.9	5.2	2	7	262	87	NEAR PT.
10462	12575	1946.7	1951.1	4.4	2	5	308	98	NEAR PT.
10461	12674	1946.6	1950.6	4.0	2	5	337	197	Bar. End B11E
10461	12674	1946.6	1951.4	4.8	2	7	295	197	Bar. End B11E
10458	12756	1946.5	1950.4	3.9	3	5	396	82	Lane End
10455	12841	1946.4	1951.0	4.6	3	7	431	167	Lane End
10454	12875	1946.4	1950.9	4.5	3	7	466	201	Bar. End B12E
RECEIVER 28									
10464	12477	1946.8	1951.2	4.4	1	7	420	201	Bar. End B10E
10463	12516	1946.8	1950.9	4.1	2	7	384	39	Lane End
10461	12674	1946.6	1948.6	2.0	2	5	303	197	Bar. End B11E
10461	12674	1946.6	1950.1	3.5	2	7	254	197	Bar. End B11E
10458	12769	1946.5	1949.9	3.4	3	7	224	95	NEAR PT.
10457	12779	1946.5	1948.4	1.9	3	5	259	105	NEAR PT.
10456	12809	1946.5	1948.4	1.9	3	5	262	136	Lane End
10454	12875	1946.4	1948.4	2.0	3	5	292	201	Bar. End B12E
10454	12875	1946.4	1949.6	3.2	3	7	262	201	Bar. End B12E
10454	12875	1946.4	1949.6	3.2	4	7	262	0	Lane End
10451	13076	1946.1	1947.9	1.8	4	5	483	202	Bar. End B13E
10451	13076	1946.1	1948.2	2.1	4	7	470	202	Bar. End B13E
RECEIVER 30									
10463	12546	1946.7	1950.5	3.8	2	7	496	69	Lane End

10461	12674	1946.6	1948.1	1.5	2	5	443	197	Bar. End B11E
10461	12674	1946.6	1949.8	3.2	2	7	364	197	Bar. End B11E
10455	12852	1946.4	1947.9	1.5	3	5	259	179	Lane End
10454	12875	1946.4	1947.9	1.5	3	5	249	201	Bar. End B12E
10454	12875	1946.4	1949.3	2.9	3	7	219	201	Bar. End B12E
10454	12903	1946.4	1949.1	2.7	4	7	216	28	NEAR PT.
10454	12904	1946.4	1949.1	2.7	4	7	216	30	Lane End
10454	12914	1946.3	1947.8	1.5	4	5	242	39	NEAR PT.
10451	13076	1946.1	1947.4	1.3	4	5	334	202	Bar. End B13E
10446	13177	1946.0	1947.7	1.7	5	5	434	101	Lane End
10444	13215	1946.0	1947.6	1.6	5	6	475	139	Lane End
RECEIVER 32									
10454	12875	1946.4	1954.0	7.6	3	7	493	201	Bar. End B12E

BTZ = Barrier Top Z coordinate									
DIFF = Distance LOS above barrier top									
DT = Distance to Truck (from Rec.)									
BD = Barrier distance (along bar. from segment pt.)									

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 109 FOR BARRIER NO. 2 PAGE 2
MAX. DT 50
LANE(S): 1 2 3 4 5 6 7 8 9 10 11
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
10454	12897	1946.4	1954.0	7.6	4	7	492	22	NEAR PT.
10454	12904	1946.4	1954.0	7.6	4	7	493	29	Lane End
RECEIVER 33									
10454	12875	1946.4	1948.1	1.7	3	7	447	201	Bar. End B12E
10453	12977	1946.2	1947.6	1.4	4	7	333	103	Lane End
10451	13076	1946.1	1946.8	0.7	4	7	240	202	Bar. End B13E
10446	13173	1946.0	1946.6	0.6	5	7	197	97	NEAR PT.
10446	13184	1946.0	1946.1	0.1	5	5	204	108	NEAR PT.
10443	13247	1945.9	1946.4	0.5	5	5	223	171	Lane End
10441	13277	1945.9	1946.3	0.4	5	6	244	202	Bar. End B14E
10441	13281	1945.9	1946.3	0.4	6	6	247	4	Lane End
10442	13473	1944.3	1945.3	1.0	6	6	450	196	Bar. End B15E
RECEIVER 35									
10453	12930	1946.3	1953.4	7.1	4	7	486	56	Lane End
10451	13076	1946.1	1952.8	6.7	4	7	440	202	Bar. End B13E
10451	13076	1946.1	1953.0	6.9	4	5	455	202	Bar. End B13E
10449	13119	1946.1	1952.8	6.7	5	7	437	43	NEAR PT.
10448	13147	1946.0	1952.8	6.8	5	5	448	71	NEAR PT.
10442	13256	1945.9	1952.6	6.7	5	5	465	180	Lane End
10441	13277	1945.9	1952.5	6.6	5	6	473	202	Bar. End B14E
10441	13298	1945.7	1952.3	6.6	6	6	482	21	Lane End
RECEIVER 37									
10452	13011	1946.2	1947.7	1.5	4	7	459	136	Lane End
10451	13076	1946.1	1947.2	1.1	4	7	387	202	Bar. End B13E
10441	13277	1945.9	1946.7	0.8	5	5	217	202	Bar. End B14E

10441	13277	1945.9	1946.8	0.9	5	7	216	202	Bar. End B14E
10441	13287	1945.8	1946.7	0.9	6	5	213	10	Lane End
10442	13320	1945.6	1946.3	0.7	6	6	209	43	NEAR PT.
10442	13322	1945.5	1946.3	0.8	6	6	209	45	Lane End
10442	13325	1945.5	1946.3	0.8	6	6	209	47	NEAR PT.
10442	13473	1944.3	1945.5	1.2	6	6	292	196	Bar. End B15E

RECEIVER 38

10441	13277	1945.9	1948.9	3.0	5	5	366	202	Bar. End B14E
10441	13277	1945.9	1949.1	3.2	5	7	361	202	Bar. End B14E
10442	13320	1945.6	1948.7	3.1	6	5	328	43	Lane End
10442	13358	1945.2	1948.3	3.1	6	6	301	81	Lane End

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 BTZ = Barrier Top Z coordinate
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* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 109

FOR BARRIER NO. 2

PAGE 3
MAX. DT 500

LANE(S): 1 2 3 4 5 6 7 8 9 10 11

RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
10442	13473	1944.3	1947.6	3.3	6	6	255	196	Bar. End B15E
10442	13481	1944.2	1947.6	3.4	7	6	255	8	NEAR PT.
10444	13676	1942.7	1946.2	3.5	7	6	356	203	Bar. End B16E
10445	13742	1942.2	1945.7	3.5	8	6	420	67	Lane End
RECEIVER 40									
10442	13360	1945.2	1948.1	2.9	6	5	448	82	Lane End
10442	13397	1944.9	1947.7	2.8	6	6	410	120	Lane End
10442	13473	1944.3	1947.2	2.9	6	6	335	196	Bar. End B15E
10443	13648	1942.9	1946.0	3.1	7	6	248	175	NEAR PT.
10444	13676	1942.7	1945.8	3.1	7	6	250	203	Bar. End B16E
10445	13777	1941.9	1945.0	3.1	8	6	298	101	Lane End
10447	13876	1941.1	1943.1	2.0	8	6	392	201	Bar. End B17E

BTZ = Barrier Top Z coordinate
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* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 1 FOR BARRIER NO. 3 PAGE 0
LANE(S): 1 2 3 4 5 6 7 8 9 10 11 MAX. DT 500
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 40									
10447	13876	1941.1	1943.1	2.0	1	6	392	0	Bar. End B17E

BTZ = Barrier Top Z coordinate
DIFF = Distance LOS above barrier top
DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)

* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 8 FOR BARRIER NO. 1 PAGE 0
MAX. DT 500
LANE(S): 1 2 3 4 5 6 7 8 9 10 11
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 24									
10510	11979	1947.4	1957.7	10.3	6	7	480	99	Bar. End B7E
10486	12059	1947.3	1957.1	9.8	7	7	437	84	Bar. End B8E
10485	12075	1947.3	1957.0	9.7	8	7	431	16	Lane End
10471	12276	1947.1	1956.0	8.9	8	11	475	217	Bar. End B9E
10471	12276	1947.1	1956.9	9.8	8	7	284	217	Bar. End B9E
10471	12276	1947.1	1959.2	12.1	8	2	428	217	Bar. End B9E
10471	12276	1947.1	1960.8	13.7	8	5	358	217	Bar. End B9E
RECEIVER 27									
10471	12276	1947.1	1956.7	9.6	8	7	421	217	Bar. End B9E

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* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 101 FOR BARRIER NO. 2 PAGE 0
MAX. DT 500
LANE(S): 1 2 3 4 5 6 7 8 9 10 11
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
RECEIVER 24									
10471	12276	1947.1	1956.1	9.0	1	11	472	0	Bar. End B9E
10471	12276	1947.1	1956.9	9.8	1	7	284	0	Bar. End B9E
10471	12276	1947.1	1959.2	12.1	1	2	428	0	Bar. End B9E
10471	12276	1947.1	1960.8	13.7	1	5	358	0	Bar. End B9E
10468	12339	1947.0	1960.4	13.4	1	5	328	64	Lane End
10468	12347	1947.0	1958.7	11.7	1	2	390	71	Lane End
10468	12367	1947.0	1956.8	9.8	1	7	264	91	NEAR PT.
10467	12370	1947.0	1956.4	9.4	1	11	413	94	Lane End
10467	12383	1946.9	1958.5	11.6	1	2	385	107	NEAR PT.
10467	12384	1946.9	1960.2	13.3	1	5	322	108	NEAR PT.
10466	12399	1946.9	1956.5	9.6	1	11	409	123	NEAR PT.
10465	12444	1946.8	1956.7	9.9	1	7	279	168	Lane End
10464	12477	1946.8	1956.7	9.9	1	7	294	201	Bar. End B10E
10464	12477	1946.8	1957.9	11.1	1	2	416	201	Bar. End B10E
10464	12477	1946.8	1959.6	12.8	1	5	347	201	Bar. End B10E
10461	12674	1946.6	1956.4	9.8	2	7	453	197	Bar. End B11E
RECEIVER 27									
10471	12276	1947.1	1956.7	9.6	1	7	421	0	Bar. End B9E
10466	12399	1946.9	1959.8	12.9	1	5	400	123	Lane End
10465	12429	1946.9	1957.8	10.9	1	2	450	153	Lane End
10465	12458	1946.8	1955.4	8.6	1	11	454	182	Lane End
10464	12474	1946.8	1956.3	9.5	1	7	283	198	Lane End
10464	12477	1946.8	1955.0	8.2	1	11	435	201	Bar. End B10E
10464	12477	1946.8	1955.5	8.7	1	11	435	201	Bar. End B10E

10464	12477	1946.8	1956.3	9.5	1	7	282	201	Bar. End B10E
10464	12477	1946.8	1957.5	10.7	1	2	408	201	Bar. End B10E
10464	12477	1946.8	1959.3	12.5	1	5	338	201	Bar. End B10E
10462	12563	1946.7	1956.2	9.5	2	7	262	86	NEAR PT.
10462	12575	1946.7	1956.8	10.1	2	2	372	98	NEAR PT.
10462	12575	1946.7	1958.6	11.9	2	5	308	98	NEAR PT.
10462	12590	1946.7	1955.9	9.2	2	11	383	113	NEAR PT.
10461	12670	1946.6	1956.1	9.5	2	2	406	193	Lane End
10461	12674	1946.6	1956.0	9.4	2	7	295	197	Bar. End B11E
10461	12674	1946.6	1956.1	9.5	2	3	408	197	Bar. End B11E
10461	12674	1946.6	1958.0	11.4	2	5	337	197	Bar. End B11E
10459	12724	1946.5	1955.8	9.3	3	3	446	51	Lane End
10458	12756	1946.5	1957.5	11.0	3	5	396	82	Lane End
10455	12841	1946.4	1955.9	9.5	3	7	431	167	Lane End
10454	12875	1946.4	1955.8	9.4	3	7	466	201	Bar. End B12E

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* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 101 FOR BARRIER NO. 2 PAGE 1
LANE(S): 1 2 3 4 5 6 7 8 9 10 11 MAX. DT 500
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X Y BTZ LOS Z DIFF SEG RD DT BD DESC.

RECEIVER 29

10464	12477	1946.8	1955.9	9.1	1	7	420	201	Bar. End B10E
10463	12516	1946.8	1955.8	9.0	2	7	384	39	Lane End
10461	12674	1946.6	1954.0	7.4	2	11	391	197	Bar. End B11E
10461	12674	1946.6	1954.6	8.0	2	11	391	197	Bar. End B11E
10461	12674	1946.6	1955.5	8.9	2	2	378	197	Bar. End B11E
10461	12674	1946.6	1955.6	9.0	2	7	254	197	Bar. End B11E
10461	12674	1946.6	1957.4	10.8	2	5	303	197	Bar. End B11E
10458	12755	1946.5	1955.0	8.5	3	2	326	82	Lane End
10458	12769	1946.5	1955.4	8.9	3	7	224	95	NEAR PT.
10457	12778	1946.5	1956.8	10.3	3	5	259	105	NEAR PT.
10457	12782	1946.5	1954.8	8.3	3	3	322	109	NEAR PT.
10457	12803	1946.5	1954.7	8.2	3	3	324	129	Lane End
10456	12809	1946.5	1956.6	10.1	3	5	262	136	Lane End
10454	12875	1946.4	1954.3	7.9	3	3	365	201	Bar. End B12E
10454	12875	1946.4	1955.3	8.9	3	7	262	201	Bar. End B12E
10454	12875	1946.4	1956.2	9.8	3	5	292	201	Bar. End B12E
10454	12875	1946.4	1955.3	8.9	4	7	262	0	Lane End
10451	13076	1946.1	1954.8	8.7	4	7	470	202	Bar. End B13E
10451	13076	1946.1	1955.0	8.9	4	5	483	202	Bar. End B13E

RECEIVER 31

10463	12546	1946.7	1955.7	9.0	2	7	496	69	Lane End
10456	12819	1946.5	1954.7	8.2	3	2	355	145	Lane End
10455	12852	1946.4	1956.4	10.0	3	5	259	179	Lane End
10455	12864	1946.4	1954.5	8.1	3	3	319	190	Lane End

10454	12875	1946.4	1954.4	8.0	3	3	314	201	Bar. End B12E
10454	12875	1946.4	1956.3	9.9	3	5	249	201	Bar. End B12E
10454	12903	1946.4	1955.2	8.8	4	7	216	28	NEAR PT.
10454	12904	1946.4	1955.2	8.8	4	7	216	30	Lane End
10454	12911	1946.3	1954.2	7.9	4	3	306	37	NEAR PT.
10454	12913	1946.3	1956.1	9.8	4	5	242	39	NEAR PT.
10451	13076	1946.1	1953.0	6.9	4	3	427	202	Bar. End B13E
10451	13076	1946.1	1955.1	9.0	4	5	334	202	Bar. End B13E
10446	13177	1946.0	1954.6	8.6	5	5	434	101	Lane End
10444	13215	1946.0	1954.4	8.4	5	6	475	139	Lane End
RECEIVER 34									
10454	12875	1946.4	1954.8	8.4	3	7	447	201	Bar. End B12E
10453	12956	1946.3	1955.4	9.1	4	5	414	82	Lane End

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* UNBROKEN LINES-OF-SIGHT IN RECEIVER ORDER *

NUMBER OF POINTS 101 FOR BARRIER NO. 2 PAGE 2
LANE(S): 1 2 3 4 5 6 7 8 9 10 11 MAX. DT 500
RECEIVER(S): 1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
28 29 30 31 32 33 34 35 36 37 38 39 40

SPOKANE COMMUNITY COLLEGE

X	Y	BTZ	LOS Z	DIFF	SEG	RD	DT	BD	DESC.
10453	12977	1946.2	1954.6	8.4	4	7	333	103	Lane End
10452	13006	1946.2	1953.3	7.1	4	3	450	132	Lane End
10451	13076	1946.1	1952.8	6.7	4	3	345	202	Bar. End B13E
10451	13076	1946.1	1954.3	8.2	4	7	240	202	Bar. End B13E
10451	13076	1946.1	1954.7	8.6	4	5	262	202	Bar. End B13E
10446	13173	1946.0	1954.1	8.1	5	7	197	97	NEAR PT.
10446	13182	1946.0	1952.3	6.3	5	3	271	106	NEAR PT.
10446	13183	1946.0	1954.3	8.3	5	5	204	108	NEAR PT.
10443	13247	1945.9	1954.0	8.1	5	5	223	171	Lane End
10442	13256	1945.9	1951.8	5.9	5	3	305	180	Lane End
10441	13277	1945.9	1951.7	5.8	5	3	324	202	Bar. End B14E
10441	13277	1945.9	1953.9	8.0	5	6	244	202	Bar. End B14E
10441	13281	1945.9	1953.8	7.9	6	6	247	4	Lane End
10442	13473	1944.3	1952.4	8.1	6	6	450	196	Bar. End B15E
RECEIVER 39									
10441	13277	1945.9	1953.2	7.3	5	3	462	202	Bar. End B14E
10441	13277	1945.9	1954.7	8.8	5	7	361	202	Bar. End B14E
10441	13277	1945.9	1954.9	9.0	5	5	366	202	Bar. End B14E
10442	13320	1945.6	1954.6	9.0	6	5	328	43	Lane End
10442	13358	1945.2	1954.3	9.1	6	6	301	81	Lane End
10442	13383	1945.0	1952.3	7.3	6	3	360	106	Lane End
10442	13473	1944.3	1951.6	7.3	6	3	324	196	Bar. End B15E
10442	13473	1944.3	1953.4	9.1	6	6	255	196	Bar. End B15E
10442	13480	1944.3	1951.6	7.3	7	3	323	6	NEAR PT.
10442	13481	1944.2	1953.3	9.1	7	6	255	8	NEAR PT.
10444	13676	1942.7	1950.0	7.3	7	3	455	203	Bar. End B16E

10444	13676	1942.7	1951.8	9.1	7	6	356	203	Bar. End B16E
10444	13686	1942.6	1949.9	7.3	8	3	467	10	Lane End
10445	13742	1942.2	1951.3	9.1	8	6	420	67	Lane End

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DT = Distance to Truck (from Rec.)
BD = Barrier distance (along bar. from segment pt.)