

Noise Modeling Data

US70 Broken Bow Future Noise.txt

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Future Noise: US-70 beginning 6.4 miles east of SH-3 in Broken Bow and extend east to the Oklahoma/Arkansas State Line.

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	525
Average automobile speed (mph):	65
Medium truck volume (v/h):	158
Average medium truck speed (mph):	65
Heavy truck volume (v/h):	67
Average heavy truck speed (mph):	65
Bus volume (v/h):	-0-
Average bus speed (mph):	-0-
Motorcycle volume (v/h):	-0-
Average Motorcycle speed (mph):	-0-

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER #1: R1 (Single Residential Dwelling)

Distance from center of EB and WB roadways (ft):	145.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	69.9

DESCRIPTION OF RECEIVER #2: R2 (Commercial)

Distance from center of EB and WB roadways (ft):	110.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	71.1

DESCRIPTION OF RECEIVER #3: R2 (Single Residential Dwelling)

Distance from center of EB and WB roadways (ft):	140.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.1

DESCRIPTION OF RECEIVER #4: R4 (Store)

Distance from center of EB and WB roadways (ft):	71.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	73.0

DESCRIPTION OF RECEIVER #5: R5 (Post Office)

Distance from center of EB and WB roadways (ft):	253.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.3

DESCRIPTION OF RECEIVER #6: 66 dBA Contour

Distance from center of EB and WB roadways (ft):	325.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	66.1

Run/Print Date: 07/15/08, KML; revised 07/16/08, KML

TABLE 2.
Projected 2030 24 Hour Traffic Volume Data*
 US 70 East of Broken Bow, Oklahoma

Location	Direction	Projected 2030 Data										
		24-Hour	Am Peak	PM Peak	T(ADT)		T3		T(DHV)		D	K
1	Eastbound	4160	350	415	895	21.5%	580	13.9%	65	15.7%	55.84%	9.98%
	Westbound	3290	300	300	565	17.2%	350	10.6%	55	18.3%		
	Total	7450	650	715	1460	19.6%	930	12.5%	120	16.8%		
2	Eastbound	3500	170	310	750	21.4%	490	14.0%	55	17.7%	53.33%	10.00%
	Westbound	4000	315	350	850	21.3%	470	11.8%	60	17.1%		
	Total	7500	485	660	1600	21.3%	960	12.8%	115	17.4%		
3	Eastbound	3400	170	300	740	21.8%	490	14.4%	55	18.3%	53.38%	9.71%
	Westbound	2970	175	330	655	22.1%	370	12.5%	50	15.2%		
	Total	6370	345	630	1395	21.9%	860	13.5%	105	16.7%		
4	Eastbound	2800	170	260	750	26.8%	400	14.3%	60	23.1%	53.33%	9.64%
	Westbound	3200	180	270	600	18.8%	445	13.9%	40	14.8%		
	Total	6000	350	530	1350	22.5%	845	14.1%	100	18.9%		

TABLE 3.
Projected 2030 Design Traffic Data
US 70 East of Broken Bow, Oklahoma

Location	ADT	T(ADT)	T3	T(DHV)	D	K
1	7450	20%	13%	17%	55%	10%
2	7500	20%	13%	17%	55%	10%
3	6400	22%	14%	17%	55%	10%
4	6000	22%	14%	19%	55%	10%

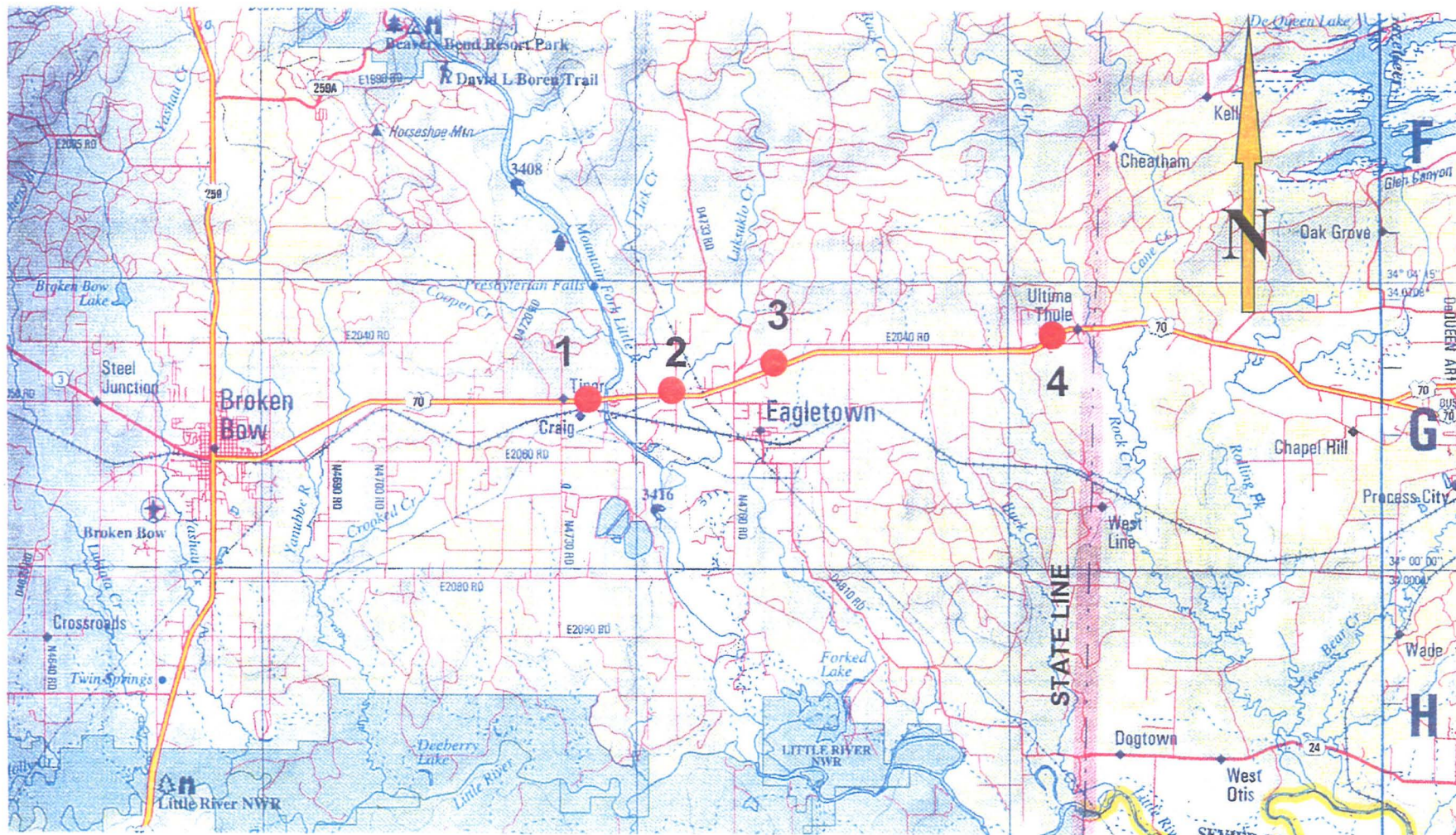
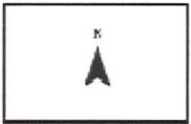
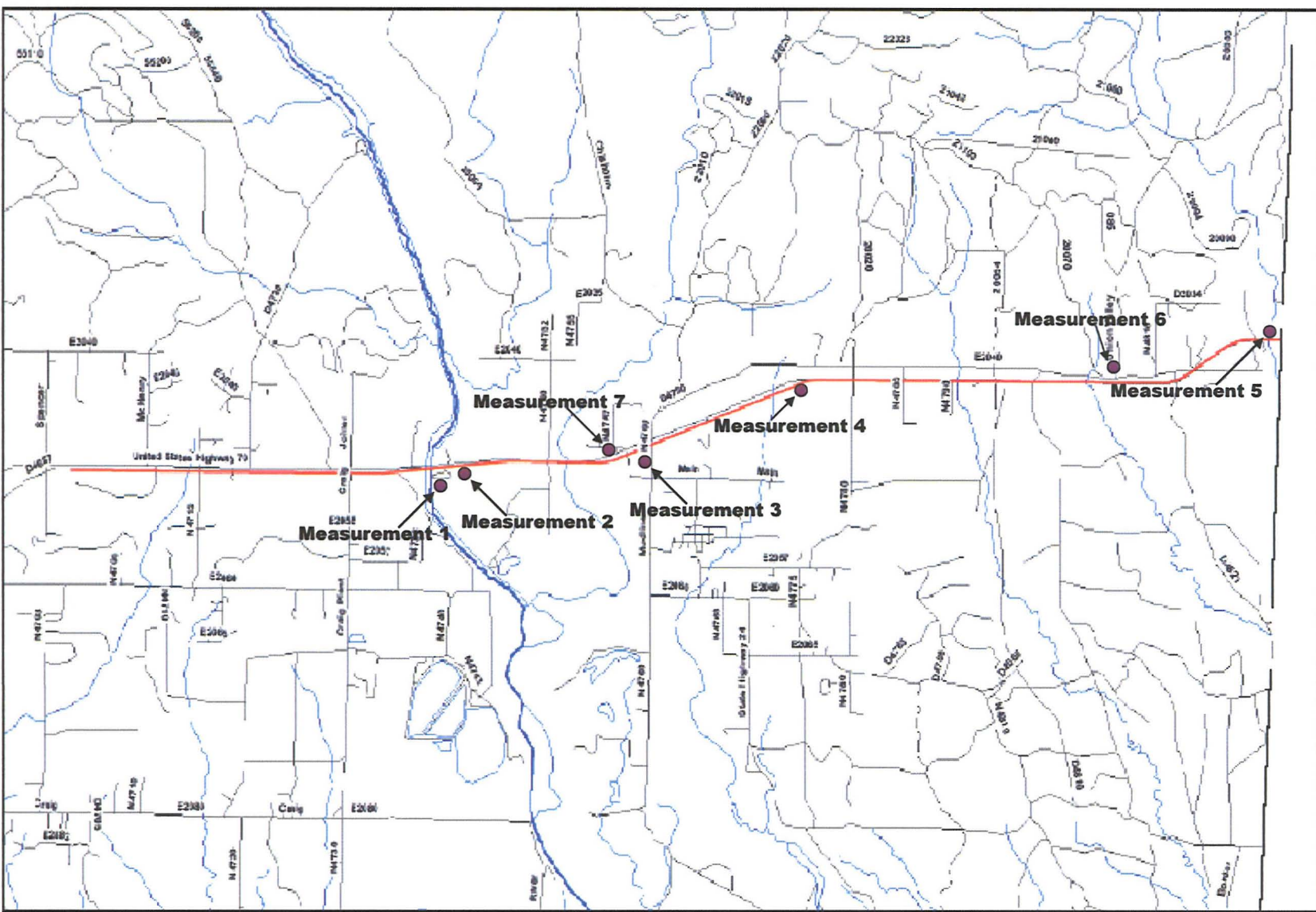


FIGURE 1. Traffic Count Locations
US 70 East of Broken Bow



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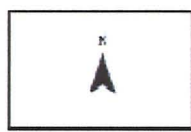
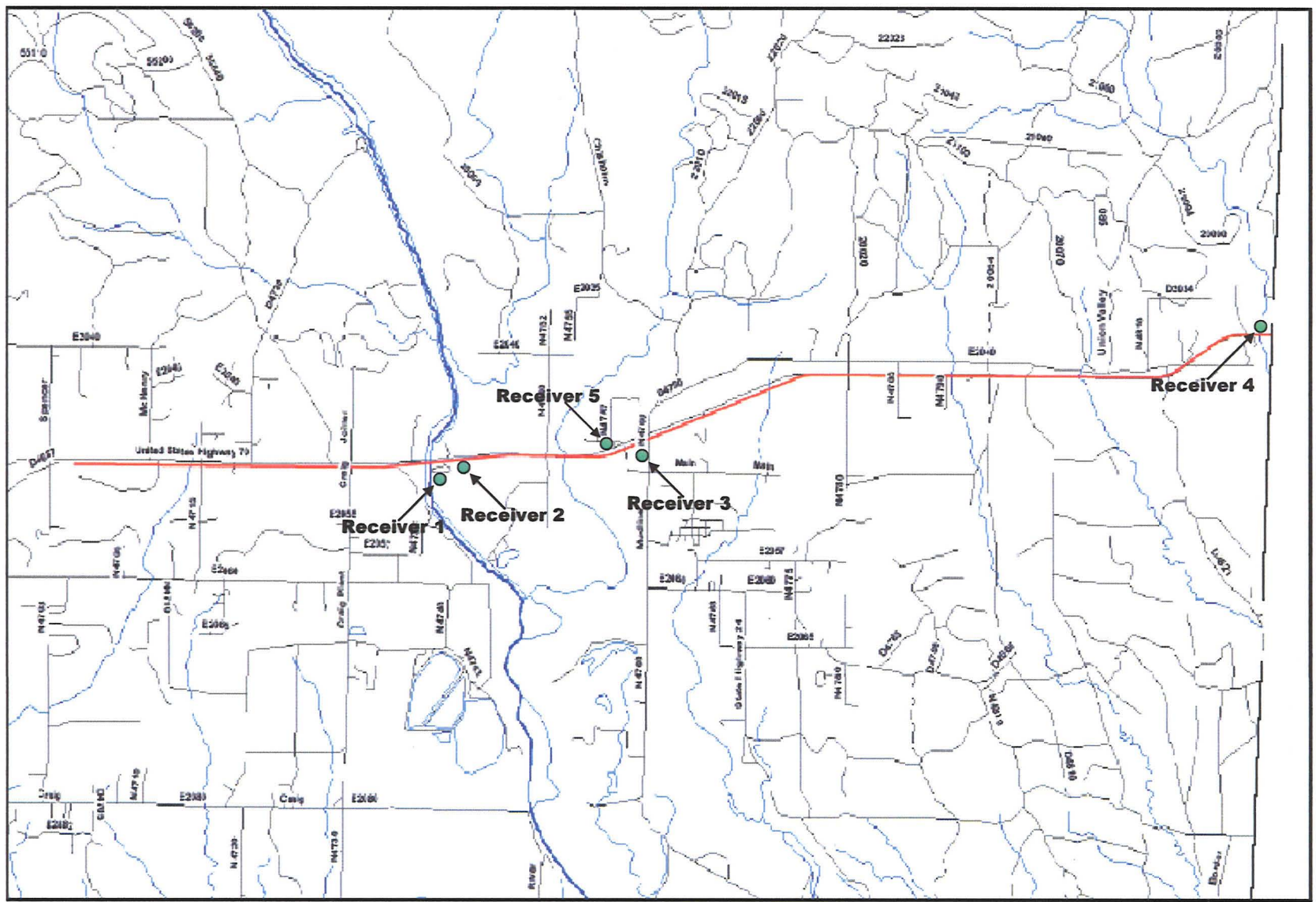
**Measurement Locations - US70
McCurtain County
Oklahoma**

Legend
— Approximate Project Location
Source: NCCOG

Figure
2



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**Receiver Locations
US 70
McCurtain County
Oklahoma**

Legend
— Approximate Project Location
Source: NCTCCG

**Figure
3**

