Noise and Vibration Technical Report

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Prepared for:

Federal Transit Administration and Northern Indiana Commuter Transportation District

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Acronyms

µips	micro inch per second
ANSI	American National Standards Institute
BMP	Best Management Practice
CMAP	Chicago Metropolitan Agency for Planning
dB	decibels, linear or unweighted
dBA	A-weighted decibels
DEIS	Draft Environmental Impact Statement
EMU	Electric Multiple Unit
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
IHB	Indiana Harbor Belt
ips	inches per second
L_{dn}	Average Day-Night Noise Level
L_{eq}	Average Hourly Equivalent Noise Level
L_{max}	Maximum Noise Levels
MED	Metra Electric District
mph	miles per hour
NEPA	National Environmental Policy Act
NICTD	Northern Indiana Commuter Transportation District
NIRPC	Northwest Indiana Regional Planning Commission
OCS	overhead contact system
RMS	Root Mean Squared
ROW	Right-of-Way
SEL	Sound Exposure Level
SSL	South Shore Line
TPSS	traction power substation
USDOT	United States Department of Transportation

1. INTRODUCTION

The Federal Transit Administration (FTA) and Northern Indiana Commuter Transportation District (NICTD) are conducting the environmental review process for the West Lake Corridor Project (Project) in Lake County, Indiana, and Cook County, Illinois, in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A Draft Environmental Impact Statement (DEIS) is being prepared as part of this process, with the FTA as the Federal Lead Agency and NICTD as the Local Project Sponsor responsible for implementing the Project under NEPA.

1.1 Purpose of Report

The purpose of this technical report is to describe noise and vibration effects associated with the Project, including proposed mitigation measures, as necessary. The noise and vibration evaluation includes an assessment of the Project's impacts on sensitive receptors along the proposed alignment and associated facilities.

1.2 Project Overview

The environmental review process builds upon NICTD's prior West Lake Corridor studies that examined a broad range of alignments, technologies, and transit modes. The studies concluded that a rail-based service between the Munster/Dyer area and Metra's Millennium Station in downtown Chicago, shown on **Figure 1-1**, would best meet the transportation needs of the Northwest Indiana area. Thus, NICTD advanced a "Commuter Rail" Alternative for more detailed analysis in the DEIS. NEPA also requires consideration of a "No Build" Alternative to provide a basis for comparison to the Commuter Rail Alternative. In addition, a number of design variations are being considered related to alignment, stations, parking, and maintenance and storage facilities (see **Figure 1-2**).

1.2.1 No Build Alternative

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements included in the Northwestern Indiana Regional Planning Commission's (NIRPC) *2040 Comprehensive Regional Plan* (CRP) (NIRPC 2011) and Chicago Metropolitan Agency for Planning's (CMAP) *GO TO 2040 Comprehensive Regional Plan* (CMAP 2014) through the planning horizon year 2040. It also includes capacity improvements to the existing Metra Electric District's (MED) line and Millennium Station, documented in NICTD's *20-Year Strategic Business Plan* (NICTD 2014).

Figure 1-1 Regional Setting for West Lake Corridor Project

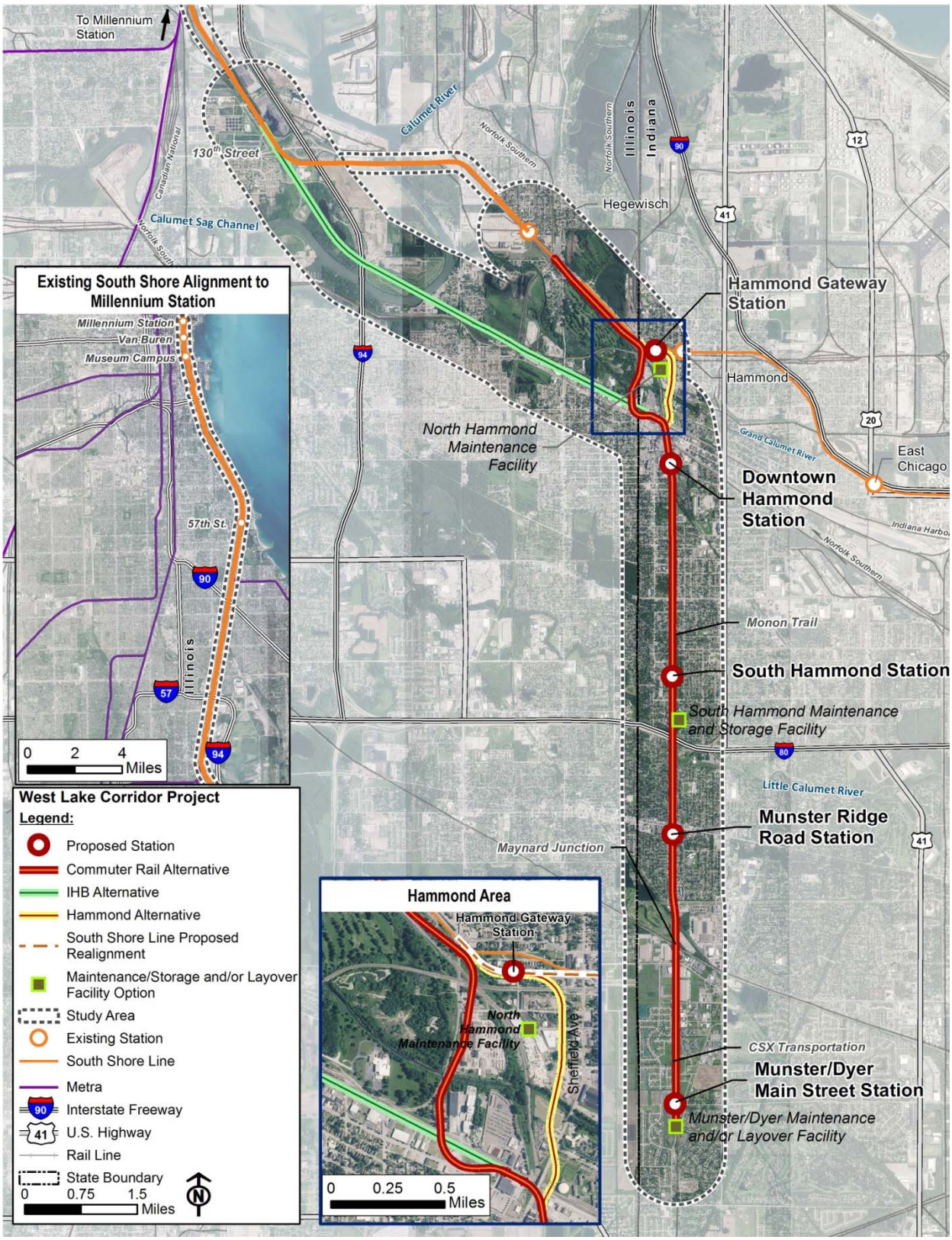


Figure 1-2 West Lake Corridor Project Study Area

1.2.2 Commuter Rail Alternative

The Commuter Rail Alternative would involve commuter rail service using electric-powered trains on an approximate 9-mile southern extension of NICTD's existing South Shore Line (SSL) between Dyer and Hammond, Indiana (see **Figures 1-2** and **1-3**). Heading north from the southern terminus near Main Street at the Munster/Dyer municipal boundary, the Project would include new track on a separate right-of-way (ROW) adjacent to, and east of, the CSX freight line in Munster. North of the proposed elevated crossing over another CSX freight line at the Maynard Junction, the proposed Commuter Rail Alternative alignment would use the publically-owned former Monon Railroad corridor in Munster and Hammond. North of downtown Hammond the track alignment would turn west under Hohman Avenue, and then continue north on new elevated track along the Indiana-Illinois state line to connect to the existing SSL southeast of the Hegewisch Station in Chicago. Project trains would operate on the existing MED line for their final 14 miles, terminating at Millennium Station in downtown Chicago. Station locations for the Commuter Rail Alternative would include Munster/Dyer Main Street, Munster Ridge Road, South Hammond, and Downtown Hammond.

Four design options to the Commuter Rail Alternative near the southern Project terminus include:

- **Commuter Rail Alternative Option 1**: Under this design variation, parking for the Munster/Dyer Main Street Station would be located on the east side of the station, and a vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 2**: Under this design variation, parking for the Munster/Dyer Main Street Station would be located on the west side of the existing CSX freight line. Main Street would be extended west from Sheffield Avenue using an underpass to cross the CSX railroad and Project ROW. The vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 3**: Under this design variation, the vehicle maintenance and storage facility would be located south of the Munster/Dyer Main Street Station, on the east side of the existing CSX freight line, at Munster/Dyer Main Street Station, instead of south of the South Hammond Station. Parking for the Munster/Dyer Main Street Station would be located on the east side of the station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 4**: Under this design variation, the rail alignment would be routed above the existing CSX freight line at Maynard Junction, to land on the west side of the CSX freight line, and then continue south to the Munster/Dyer Main Street Station area. The Munster/Dyer Main Street Station and parking would be located west of the existing CSX freight line. A Main Street extension west under the CSX freight line and the Project ROW would be required. The vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.

There are two design variations to the Commuter Rail Alternative related to the proposed alignment (i.e., the Indiana Harbor Belt [IHB] Alternative and the Hammond Alternative) as follows. See **Figures 1-4**, **1-5**, and **1-6**.

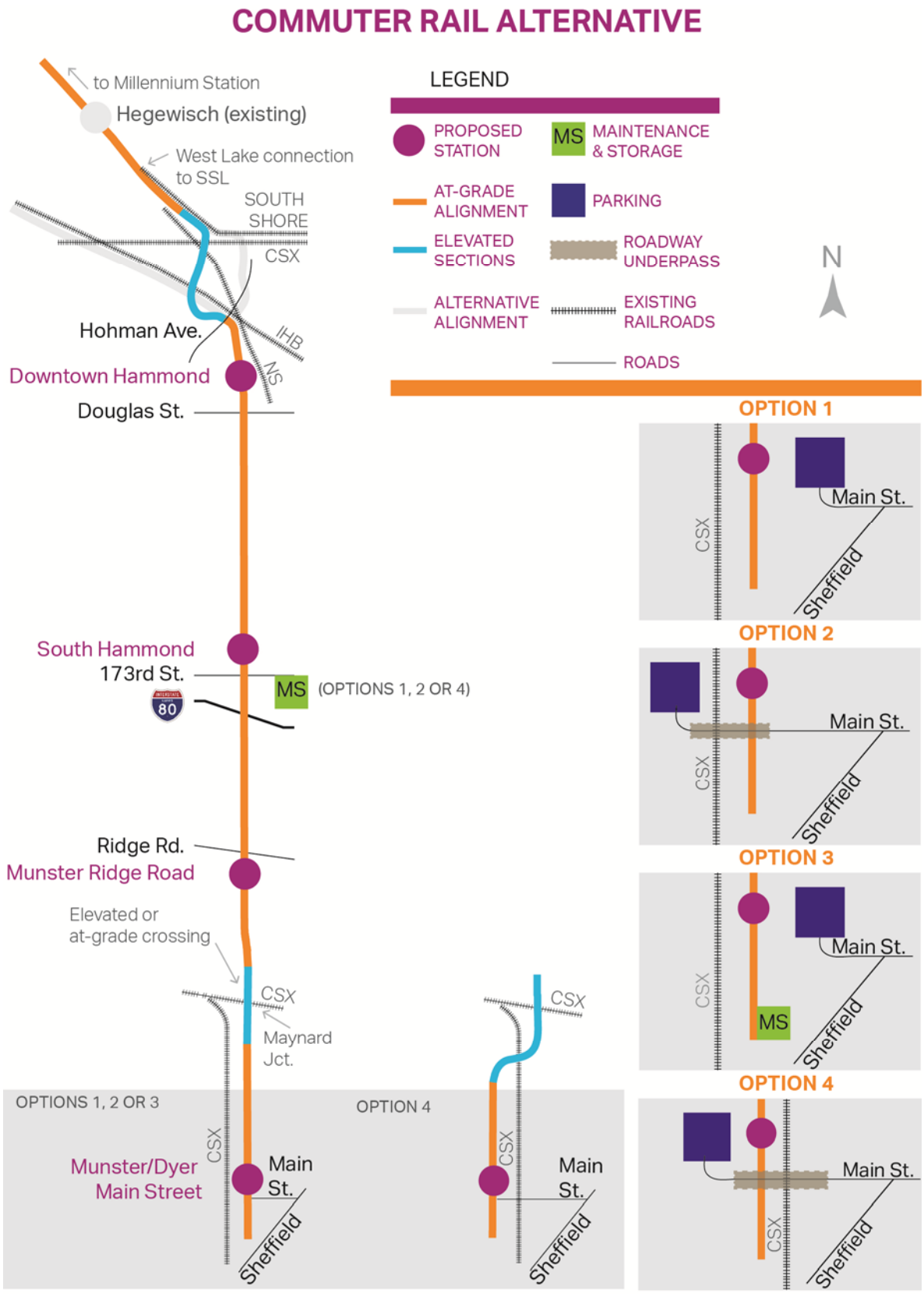


Figure 1-3 Commuter Rail Alternative Options

1.2.3 Indiana Harbor Belt (IHB) Alternative

South of Douglas Street, the IHB Alternative duplicates the Commuter Rail Alternative Options described above. From downtown Hammond north of Douglas Street, the alignment of the IHB Alternative would turn west under Hohman Avenue in Hammond and would be constructed in the IHB freight line ROW west through Calumet City, Burnham, and Chicago, Illinois. West of Burnham Avenue, the IHB Alternative would bridge over the IHB and CSX freight lines, landing in the IHB Kensington Branch freight line ROW, and would include relocating and reconstructing the IHB freight line on new adjacent track within the existing railroad ROW. The Project would then continue northwest to the proposed connection with the existing SSL near I-94 and 130th Street in Chicago. See **Figure 1-4**.

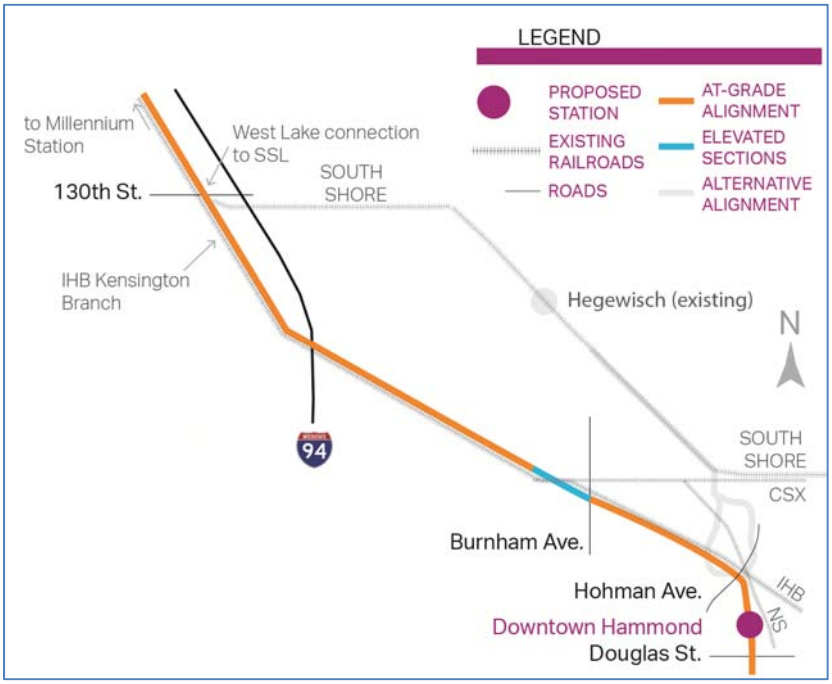


Figure 1-4 Indiana Harbor Belt Alternative

1.2.4 Hammond Alternative

South of Douglas Street, the Hammond Alternative is similar to the Commuter Rail Alternative described above. From downtown Hammond north of Douglas Street, the Hammond Alternative would extend north on embankment and bridges crossing over the IHB and Norfolk Southern freight lines immediately east of the Hohman Avenue overpass. The alignment would then extend northward and cross over Hohman Avenue just south of Michigan Street. The alignment would then continue north and west, crossing over the existing CSX freight line, and connecting with the existing SSL. See **Figure 1-5**.

Under the Hammond Alternative, the Hammond Gateway Station would be constructed in North Hammond and would replace the existing SSL Hammond Station (see **Figure 1-5**). The Hammond Alternative assumes the existing SSL track would be relocated between the existing SSL Hammond Station and the Indiana-Illinois state line to facilitate a passenger connection between the Project and the SSL at the Hammond Gateway Station on the Hammond Alternative. The alignments of both routes would be adjacent to one another at this location, allowing passengers to transfer at the combined station. During non-peak times, West Lake Corridor Project trains would operate as shuttles between Munster/Dyer Main Street Station and

Hammond Gateway Station, making connections with SSL service. **Figure 1-6** illustrates the SSL track relocation.

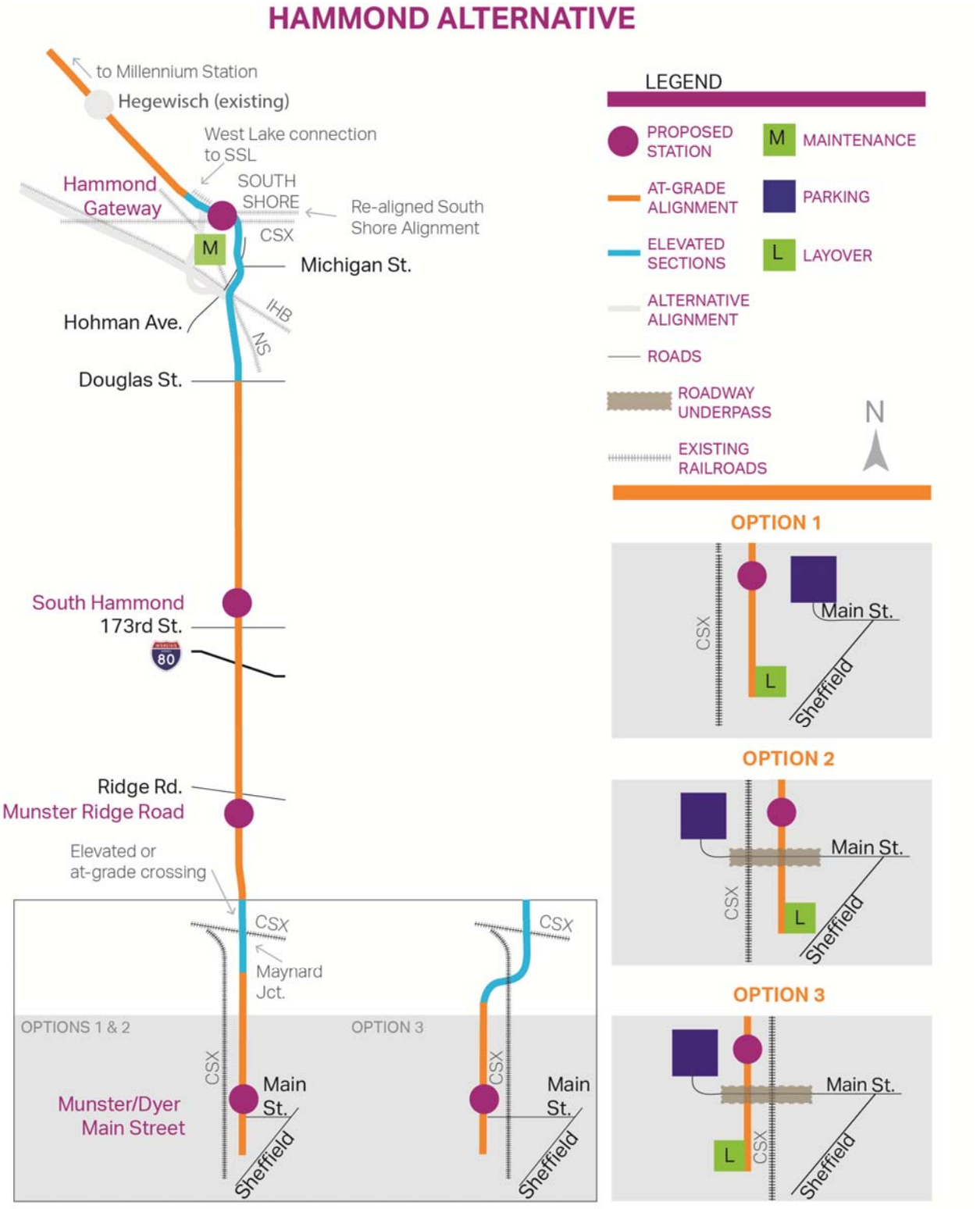


Figure 1-5 Hammond Alternative Options

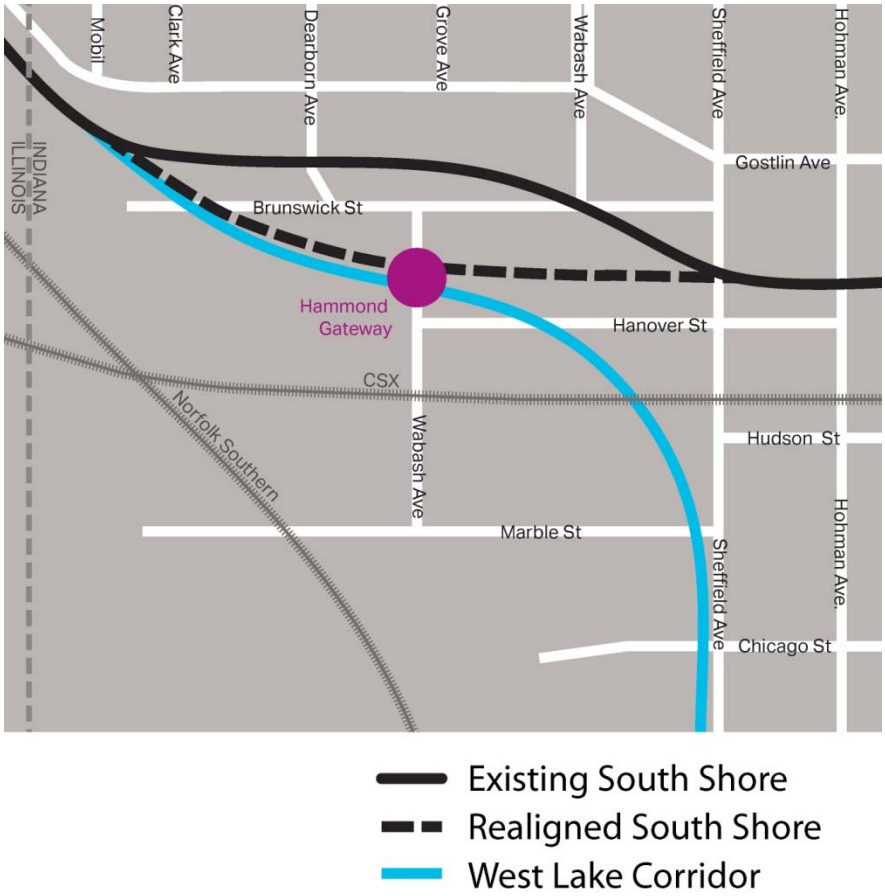


Figure 1-6 South Shore Line Proposed Realignment

A maintenance facility would be located immediately south of the Hammond Gateway Station. A separate layover facility at the southern end of the Project corridor, near the Munster/Dyer Main Street Station, would also be constructed, as shown on **Figure 1-5**. There are three design variations on how the layover facility, Munster/Dyer Main Street Station, and parking would be configured under the Hammond Alternative, as follows:

- **Hammond Alternative Option 1:** The Munster/Dyer Main Street Station, layover facility, and parking would be on the east side of the existing CSX freight line. See **Figure 1-5**.
- **Hammond Alternative Option 2:** The Munster/Dyer Main Street Station and layover facility would be on the east side of the existing CSX freight line, and the parking would be west of the CSX freight line. A Main Street extension west under the CSX freight line and Project ROW would be required. See **Figure 1-5**.
- **Hammond Alternative Option 3:** This option would require routing the Project above the existing CSX freight line at Maynard Junction, landing on the west side of the CSX freight line ROW, and continuing south to the Munster/Dyer Main Street area. The Munster/Dyer Main Street Station, layover facility, and parking would be located west of the existing CSX freight line. A Main Street extension west under the CSX freight line and the Project ROW would be required. See **Figure 1-5**.

1.2.5 Maynard Junction Rail Profile Option

One design variation is being considered for each Build Alternative—the Maynard Junction Rail Profile Option. Under this design variation, at Maynard Junction in Munster, the alignment would cross the existing CSX freight line in an at-grade profile instead of an elevated profile. The proposed alignment would remain east of the CSX freight line ROW for the Commuter Rail Alternative Options 1, 2, and 3 (see **Figure 1-3**), the IHB Alternative Options 1, 2 and 3, and the Hammond Alternative Options 1 and 2 (see **Figure 1-5)**.

2. REGULATORY SETTING

The operational impacts were evaluated using the guidelines set forth by the FTA guidance manual *Transit Noise and Vibration Impact Assessment* (United States Department of Transportation [USDOT] FTA 2006). There are no local noise or vibration ordinances that apply to interstate rail operations or facilities from Hammond, Munster or Dyer, Indiana. Each of the local noise ordinances applies to nuisance noises related to disturbances from radios and other objectionable sounds.

2.1 Metrics

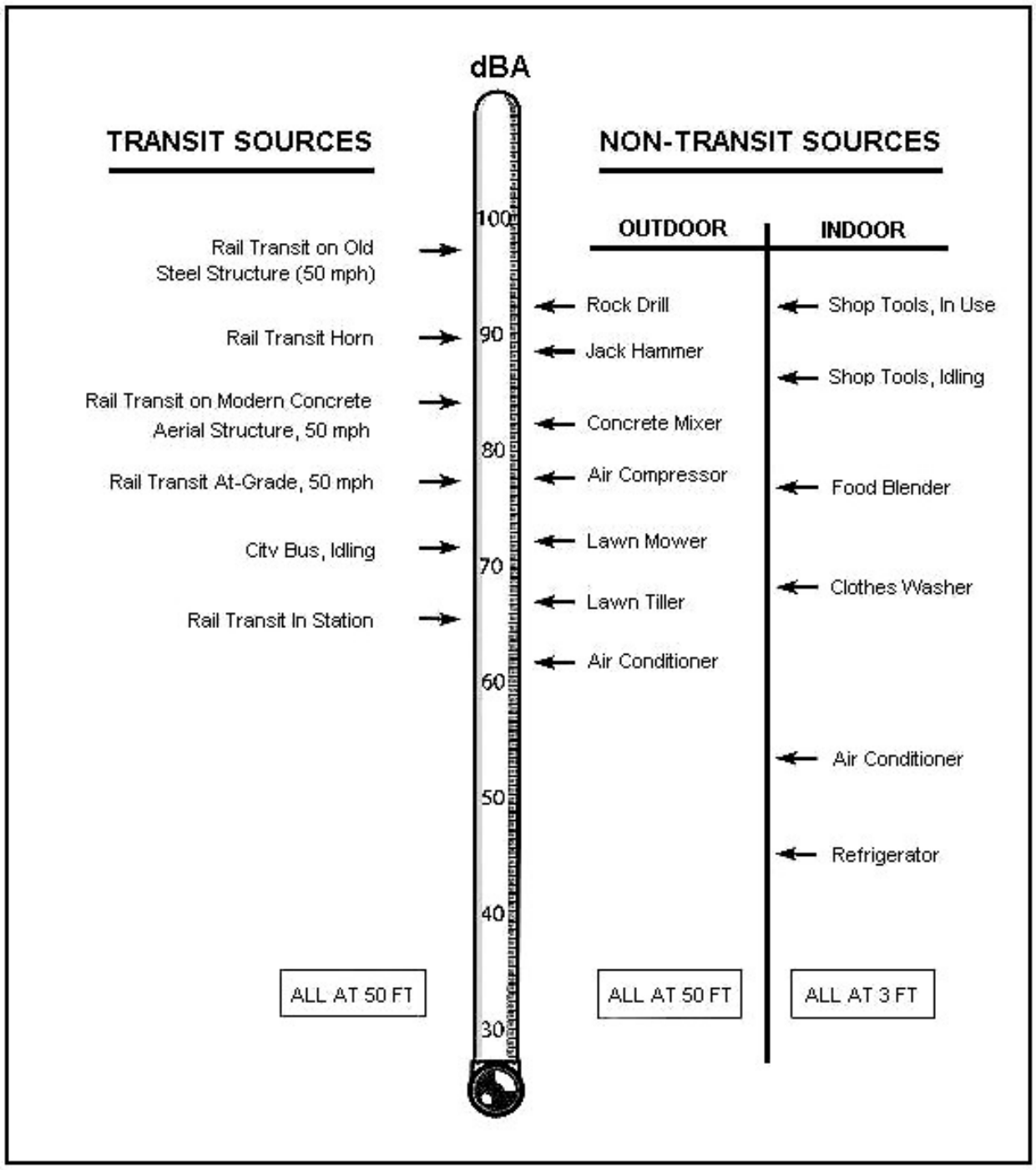
2.1.1 Noise

Noise is "unwanted sound" and by this definition, the perception of noise is a subjective process. Several factors affect the actual level and quality of sound (or noise) as perceived by the human ear and can be described in terms of loudness, pitch (or frequency), and time variation. The loudness, or magnitude, of noise determines its intensity and is measured in decibels (dB) that can range from below 40 dB (e.g., the rustling of leaves) to more than 100 dB (e.g., a rock concert). Pitch describes the character and frequency content of noise, such as the very low "rumbling" noise of stereo subwoofers or the very high-pitched noise of a piercing whistle. Finally, the time variation of noise sources can be characterized as continuous, such as with a building ventilation fan; intermittent, such as for trains passing by; or impulsive, such as pile-driving activities during construction.

Various sound levels are used to quantify noise from transit sources, including a sound's loudness, duration, and tonal character. For example, the A-weighted decibel (dBA) is commonly used to describe the noise level because it more closely matches the human ear's response to audible frequencies. Since the A-weighted decibel scale is logarithmic, a 10 dBA increase in a noise level is perceived as a doubling of loudness, while a 3 dBA increase in a noise level is just barely perceptible to the human ear. Typical A-weighted sound levels from transit and other common sources are documented in the FTA guidance manual *Transit Noise and Vibration Impact Assessment* (USDOT FTA 2006), as shown on **Figure 2-1**.

Several A-weighted noise descriptors are used to determine impacts from stationary and transit-related sources, including:

- Maximum Noise Levels (Lmax): Represents the maximum noise level that occurs during an event such as a bus or train pass-by
- Average Hourly Equivalent Noise Level (L_{eq}): Represents a level of constant noise with the same acoustical energy as the fluctuating noise levels observed during a given interval, such as 1 hour ($L_{eq}(h)$)
- Average 24-hour Day-night Noise Level (L_{dn}): Includes a 10-dB penalty for all nighttime activity between 10:00 p.m. and 7:00 a.m.

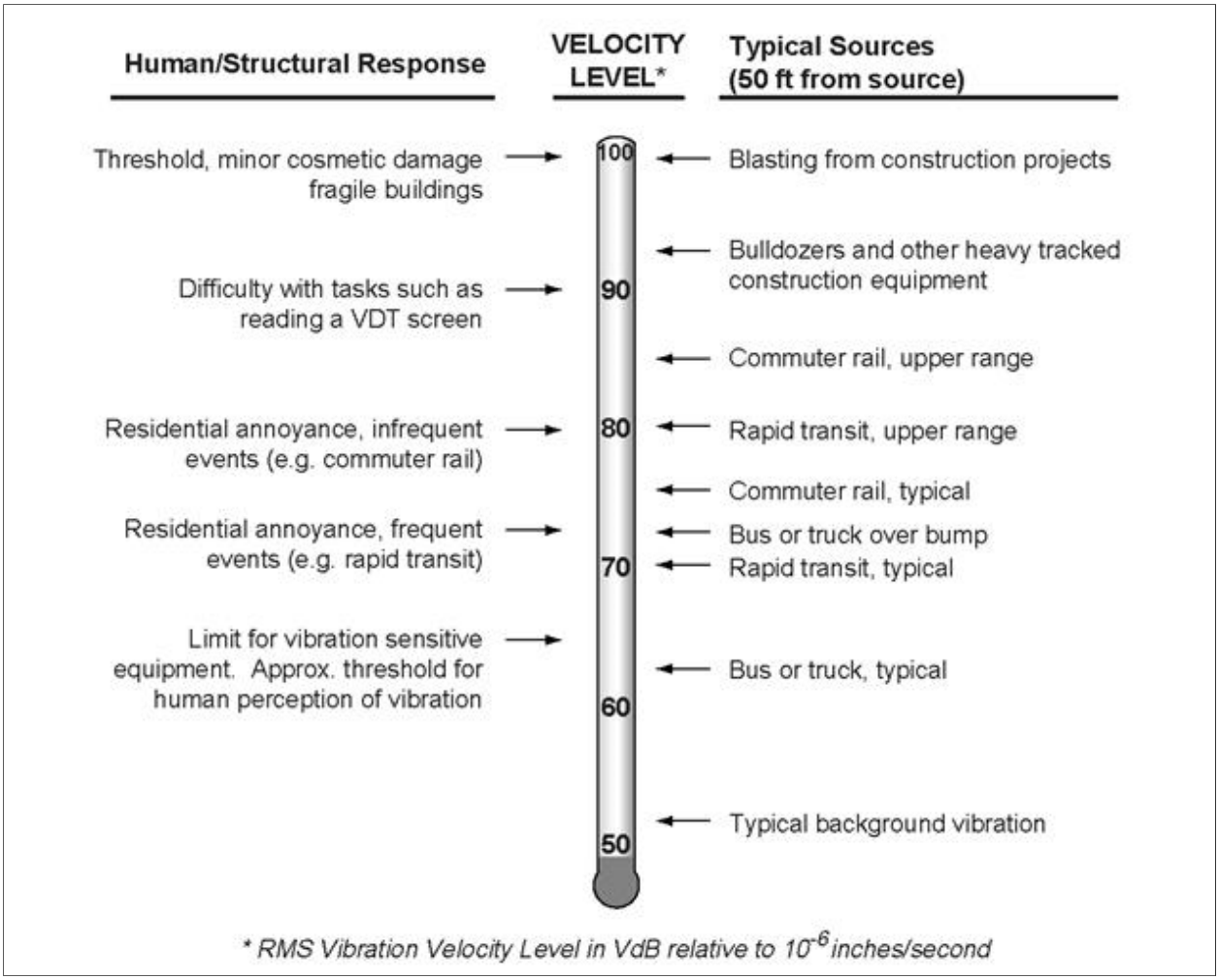


SOURCE: USDOT FTA 2006.

Figure 2-1 Typical A-Weighted Noise Levels

2.1.2 Vibration

According to FTA, ground-borne vibration associated with vehicle movements is usually the result of uneven interactions between wheels and the road or rail surfaces. Examples of such interactions (and subsequent vibrations) include train wheels over a jointed rail, an untrue rail car wheel with "flats," and a motor vehicle wheel hitting a pothole, a manhole cover, or any other uneven surface (USDOT FTA). Typical ground-borne vibration levels from transit and other common sources are shown on **Figure 2-2**.



SOURCE: USDOT FTA 2006.

Figure 2-2 Typical Ground-Borne Vibration Levels

Unlike noise, which travels in air, transit vibration typically travels along the surface of the ground. Depending on the geological properties of the surrounding terrain and the type of building structure exposed to transit vibration, vibration propagation can be more or less efficient. Buildings with a solid foundation set in bedrock are "coupled" more efficiently to the surrounding ground and experience relatively higher vibration levels than buildings located in sandier soil. Heavier buildings (such as masonry structures) are less susceptible to vibration than wood-frame buildings because they absorb more vibration energy (USDOT FTA).

Vibration induced by passing vehicles can be discussed in terms of displacement, velocity, or acceleration. However, human responses and responses by monitoring instruments and other

objects are most accurately described with velocity. Therefore, the vibration velocity level is used to assess vibration impacts from transit projects (USDOT FTA).

To describe the human response to vibration, the average vibration amplitude (called the root mean square [RMS] amplitude) is used to assess impacts. The RMS velocity level is expressed in inches per second (ips) or vibration velocity levels in decibels (dB). All dB vibration levels are referenced to one micro-inch per second (µips). Similar to noise decibels, vibration decibels are dimensionless because they are referenced to (i.e., divided by) a standard level (such as $1x10^{-6}$ ips in the United States). This convention allows compression of the scale over which vibration occurs, such as 40 to 100 dB rather than 0.0001 ips to 0.1 ips.

2.2 Evaluation Criteria

2.2.1 Operational Noise Criteria

The FTA guidance manual *Transit Noise and Vibration Impact Assessment* (USDOT FTA 2006) presents the basic concepts, methods, and procedures for evaluating the extent and severity of noise impacts from transit projects. Transit noise impacts are assessed based on land-use categories and sensitivity to noise from transit sources under the FTA guidelines. The FTA land-use categories and required noise metrics are shown in **Table 2-1**.

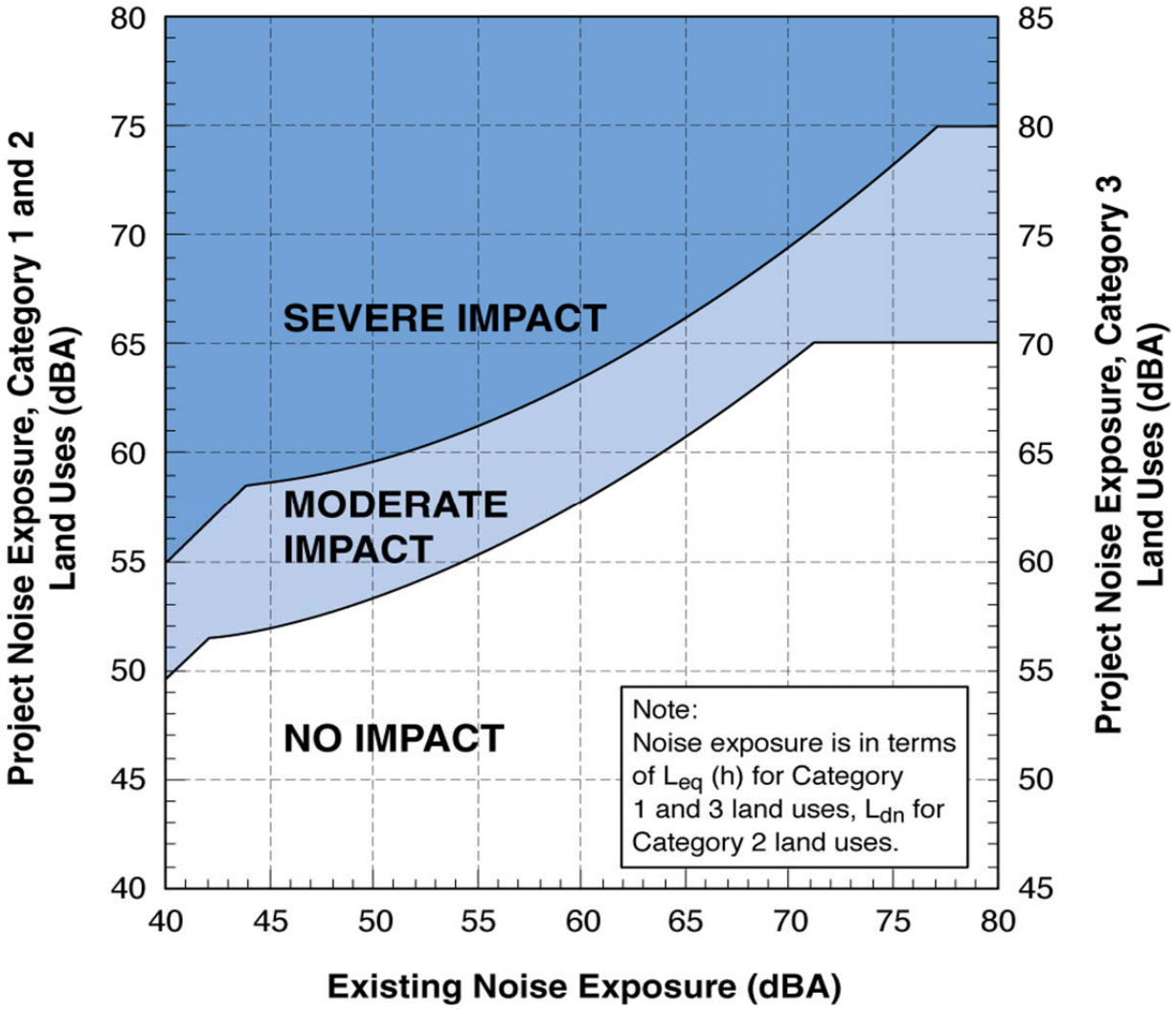
Table 2-1 FTA Land-Use Categories and Noise Metrics

Land Use Category	Noise Metric	Description
1	$L_{eq}(h)$	Tracts of land set aside for serenity and quiet, such as outdoor amphitheaters, concert pavilions, and historic landmarks
2	L_{dn}	Buildings used for sleeping such as residences, hospitals, hotels, and other areas where nighttime sensitivity to noise is of utmost importance
3	$L_{eq}(h)$	Institutional land uses with primarily daytime and evening uses, including schools, libraries, churches, museums, cemeteries, historic sites, and parks, and certain recreational facilities used for study or meditation

SOURCE: USDOT FTA 2006

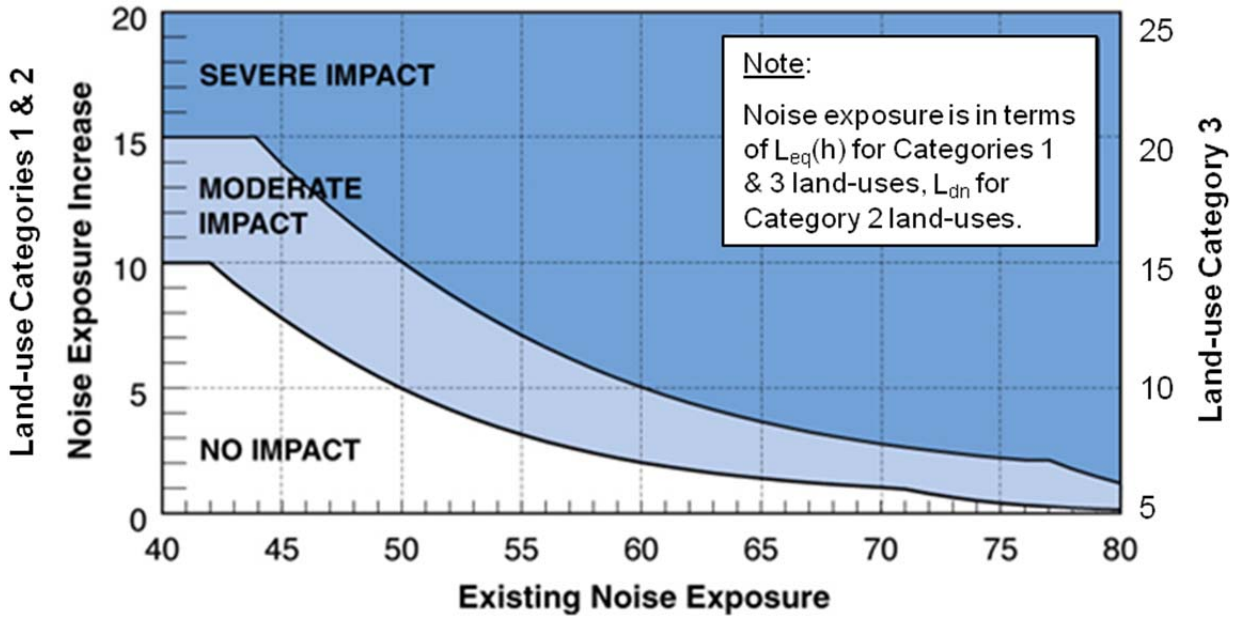
As shown on **Figure 2-3**, the FTA noise impact criteria are defined by two curves that allow increasing project noise levels as existing noise increases up to a point, beyond which impact is determined based on project noise alone. In projects where changes are proposed to an existing transit system, as opposed to a new project in an area that did not previously have transit, FTA uses a cumulative form of the noise criteria as shown on **Figure 2-4**.

The FTA noise impacts are delineated into two categories: moderate and severe impact (see **Figures 2-3** and **2-4**). The moderate impact threshold defines areas where the change in noise is noticeable, but may not be sufficient to cause a strong, adverse community reaction. The severe impact threshold defines the noise limits above which a substantial percentage of the population would be highly annoyed by new noise. The level of impact at any specific site can be established by comparing the predicted future project noise level to the existing noise level at the site. The FTA noise impact criteria for all three FTA land-use categories are also shown on **Figures 2-3** and **2-4**.



SOURCE: USDOT FTA 2006.

Figure 2-3 FTA Project Noise Impact Criteria



Source: USDOT FTA 2006

Figure 2-4 FTA Increase in Cumulative Noise Levels Allowed by Criteria

As shown in **Table 2-1**, the average day-night noise level over a 24-hour period (or L_{dn}) is used to characterize noise exposure for residential areas (FTA Land-Use Category 2). The L_{dn} descriptor describes a receiver's cumulative noise exposure from all events over a full 24 hours, with events between 10:00 p.m. and 7:00 a.m. increased by 10 dB to account for greater nighttime sensitivity to noise. For other noise sensitive land uses, such as schools and libraries (FTA Land-Use Category 3) and outdoor amphitheaters (FTA Land-Use Category 1), the average hourly equivalent noise level (or $L_{eq}(h)$) is used to represent the facility's peak operating period.

When a new transit source is proposed (i.e., this Project), the level of impact at any specific site can be established by comparing the predicted future project noise level at the site to the existing noise level at the site as shown on **Figure 2-3**.

However, along the existing MED/SSL rail corridor, the existing noise sources (i.e., Metra and NICTD rail operations) would change as a result of the Project (i.e., NICTD operations would increase), so project noise cannot be defined separately from existing noise. In this case, the existing noise was determined and a new future noise was calculated in accordance with FTA guidance. Consequently, the baseline noise levels used for comparison along the existing MED/SSL were predicted using existing train schedules. Therefore, along the existing MED/SSL, the computed existing condition was compared with the calculated future noise for the Build Alternatives using the cumulative form of the noise criteria shown on **Figure 2-4**.

2.2.2 Operational Vibration Criteria

The FTA vibration criteria for evaluating ground-borne vibration impacts from train pass-bys at nearby sensitive receptors are shown in **Table 2-2**. These vibration criteria are related to ground-borne vibration levels that are expected to result in human annoyance, and are based on RMS velocity levels expressed in dB referenced to 1 µips. FTA's experience with community response to ground-borne vibration indicates that, when there are only a few train events per day, it would take higher vibration levels to evoke the same community response that would be

expected from more frequent events. This is taken into account in the FTA criteria by distinguishing between projects with frequent, occasional, and infrequent events, where the frequent events category is defined as more than 70 events per day. Similarly, the occasional events category is defined as between 30 and 70 events per day, while the infrequent events category is defined as less than 30 events per day. To be conservative, the FTA occasional criteria were used to assess ground-borne vibration impacts in the Study Area.

The vibration criteria levels shown in **Table 2-2** are defined in terms of human annoyance for different land use categories such as high sensitivity (Category 1), residential (Category 2), and institutional (Category 3). In general, the vibration threshold of human perceptibility is approximately 65 dB.

Table 2-2 Ground-Borne RMS Vibration and Noise Impact Criteria for Annoyance during Operations and Construction (dB)

Receptor Land Use		RMS Vibration Levels (dB)			A-Weighted Noise Levels (dB)		
Cate-gory	Description	Frequent Events	Occasional Events	Infrequent Events	Frequent Events	Occasional Events	Infrequent Events
1	Buildings where low vibration is essential for interior operations	65	65	65	NA[1]	NA	NA
2	Residences and buildings where people normally sleep	72	75	80	35	38	43
3	Daytime institutional and office use	75	78	83	40	43	48
Specific Buildings	TV/Recording Studios/Concert Halls	65	65	65	25	25	25
	Auditoriums	72	80	80	30	38	38
	Theaters	72	80	80	35	43	43

NOTE: Vibration-sensitive equipment is generally not sensitive to ground-borne noise.
SOURCE: USDOT FTA 2006.

For at-grade (i.e., ground level) or above-grade (i.e., elevated) transit systems, the airborne noise is usually a more serious problem than the ground-borne vibration. As a result, ground-borne noise was evaluated for buildings that have sensitive interior spaces (such as concert halls that are well insulated from exterior noise). In general, airborne noise masks ground-borne noise for above ground transit systems.

3. METHODOLOGY

3.1 Screening Assessment

The FTA default screening distances of 375 feet for intervening buildings and 750 feet without intervening buildings were utilized to identify noise-sensitive receptors along the proposed Project alignments and commuter rail stations. Over 4,500 noise- and vibration-sensitive receptors (such as residences, schools, and parks) were identified using this approach, which included more than 2,900 receptors along the existing MED/SSL and almost 1,600 receptors along the proposed alignment for the Project. Noise impacts were evaluated using FTA's "Detailed Assessment" guidelines to more accurately reflect the type of input data available. Noise impacts from stationary sources (such as the maintenance and service facilities, stations and parking lots, and substations) were evaluated using the FTA's "General Assessment" guidelines to reflect single large stationary sources (USDOT FTA 2006).

Operational vibration impacts were predicted using the FTA's "General Assessment" guidelines to reflect average or typical ground conditions. The FTA's "General Assessment" vibration guidelines (including the ground-surface vibration curves) represent a conservative or worst-case evaluation of the potential for impacts.

3.2 Baseline Noise Monitoring

To determine the existing background noise levels at sensitive receptors near the proposed Project, a baseline noise-monitoring program was conducted at 11 representative locations shown on **Figure 3-1**. Noise levels were measured from December 2 to December 5, 2014 during various periods of the day in accordance with FTA guidelines to determine the average ambient conditions on a typical weekday.

The noise measurements documented existing noise sources in the Study Area, including traffic along Calumet Avenue. The 24-hour day-night noise level (or L_{dn}) is used to describe existing noise at residences and other FTA Category 2 land uses. Similarly, peak-hour equivalent noise levels (L_{eq}) are reported for non-residential or institutional receptors, such as schools, libraries, or churches. All noise levels are reported in A-weighted noise levels (or dBA) for comparison with FTA criteria.

3.3 Noise Modeling Assumptions

The various noise modeling assumptions, noise levels for each of the proposed noise sources (including train pass-bys, wheel squeal, etc.), and other operating characteristics (such as average duration times, source heights, etc.) are described below. The noise modeling assumptions, noise levels for each of the proposed noise, and other operating characteristics data are based on default FTA data, as well as operational information provided by the Project team. The commuter rail operations data are summarized in **Appendix B** for various peak and off-peak periods of the day. Proposed operating hours for the new service would generally be between 5:30 a.m. and 12:00 a.m. on weekdays and 6:00 a.m. to 1:00 a.m. on Saturdays and Sundays. The schedule was used to predict future noise levels under the Build Alternatives Options. The detailed noise modeling assumptions that follow are described separately for each source:

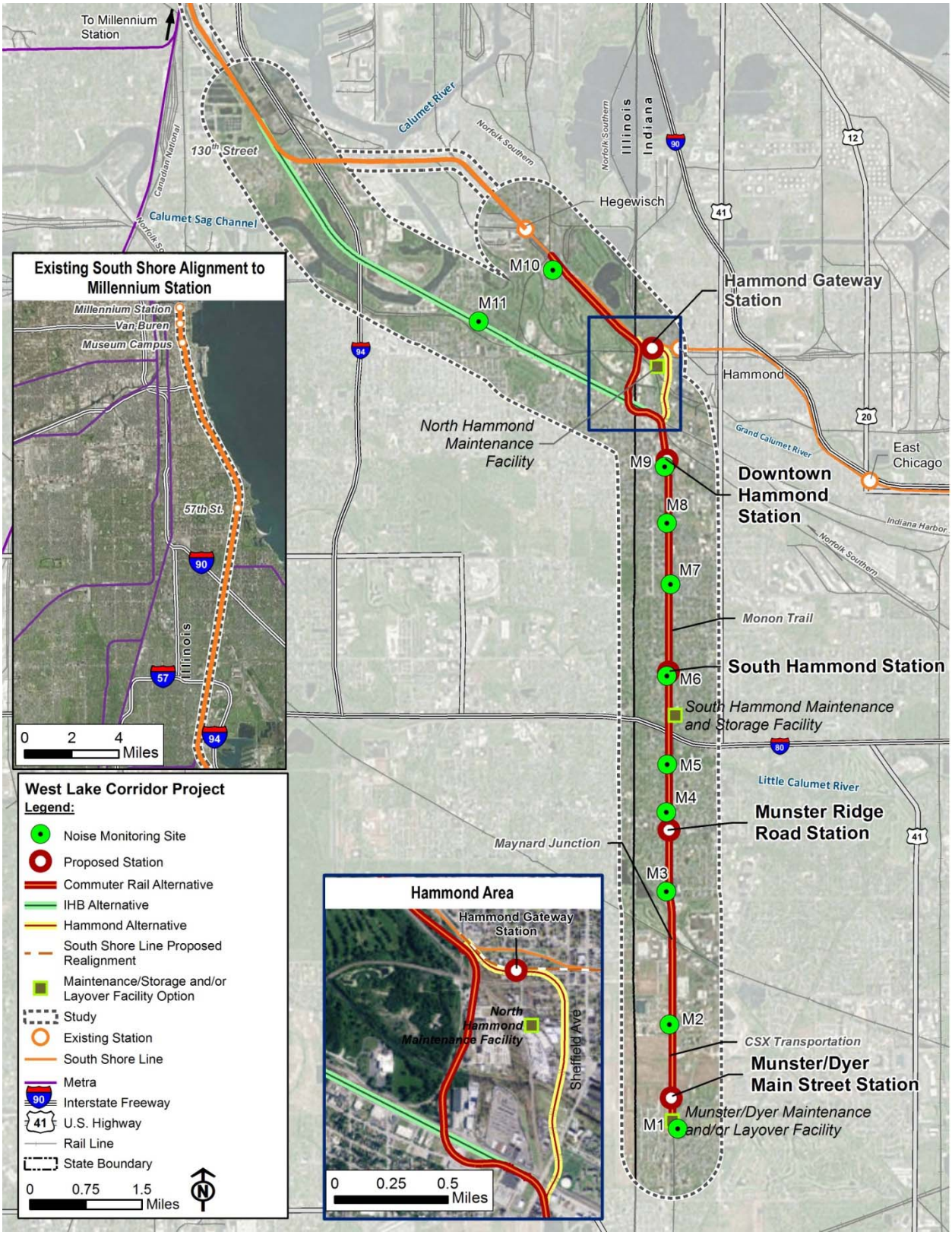


Figure 3-1 Noise Monitoring Sites in the Study Area

Rolling Stock

- Noise impacts from self-propelled electric multiple unit (EMU) railcars were evaluated along the proposed alignment, the existing MED, and the NICTD's existing SSL.
- All EMU trains were modeled using an average 8-car consist with up to 18 trains during the daytime (7:00 a.m. to 10:00 p.m.), five trains during the nighttime (10:00 p.m. to 7:00 a.m.), and three trains during the peak hour, depending on corridor location and Build Alternative Option.
- Operations are summarized in **Appendix B**. Future operations under the Build Alternatives vary by segment of the proposed alignment, due to the combination of revenue-service trains, "dead-head" or non-revenue service trains, and the shuttle between Munster/Dyer Main Street and Hammond Stations.
- Potential impacts due to EMU railcars were evaluated using the default FTA reference noise level of 80 dBA L_{max} (or 82 dBA sound exposure level [SEL]) at 50 feet, a source height of 2 feet, and a reference speed of 50 miles per hour (mph). The default FTA reference noise levels are well-established and represent a conservative estimate of future levels from the proposed railcar operations. [FTA Guidance, Table 6-3]
- No diesel locomotives were evaluated on the proposed alignment or the existing MED/SSL.
- Average train operating speeds are expected to vary by location and would range from 15 mph at stations to a maximum speed of 42 mph along open tangent track. The average train speeds were determined based on the proposed operating schedules for each station.
- The EMU railcar reference noise levels were adjusted to account for speed, track switches, receptor distances, and acoustically "soft" ground to reflect yards and lawns.

Warning Horns

- According to the Federal Railroad Administration's (FRA) horn rule, onboard warning horns must be sounded within ¼ mile of all active grade crossings (USDOT FRA 2006).
- As a result, potential impacts due to onboard warning horns were evaluated using the default FTA reference noise level of 110 dBA L_{max} (or 110 dBA SEL) at 50 feet and a source height of 10 feet.
- Since there are no grade crossings along the existing MED/SSL, warning horns were not applied there.

Crossing Bells

- Several grade crossings were identified along the proposed alignment where stationary crossing bells would ring.
- As a result, potential impacts due to crossing bells were evaluated using the default FTA reference noise level of 73 dBA L_{max} (or 109 dBA SEL) at 50 feet, a duration of 30 seconds per train event, and a source height of 10 feet.
- Since there are no grade crossings along the existing MED/SSL, crossing bells were not applied there.

Bell Ringing at Stations

- At passenger stations, trains typically ring onboard warning bells as they approach the platform area.

- Therefore, as a conservative assumption, bell ringing at passenger stations was predicted within 500 feet of the proposed platform.
- Potential impacts due to bell ringing at stations were evaluated using the default FTA reference noise level of 80 dBA L_{max} (or 83 dBA SEL) at 50 feet, a duration of 23 seconds per train event based on an average speed of 15 mph, and a source height of 10 feet.
- Emergency warning bells at stations, grade crossings, or other locations are unpredictable and not part of the normal operating procedures. As a result, they are not expected to have an adverse effect under the Build Alternatives. Therefore, emergency bell ringing from trains was not included in the modeling analysis.

Wheel Squeal at Curves

- Several tight-radius curves were identified along the proposed alignment that have the potential to generate screeching, commonly referred to as wheel squeal.
- For larger and heavier commuter vehicles, FTA identifies wheel squeal to occur along curved track with radii of less than 1,000 feet.
- However, current NICTD rail operations indicate that wheel squeal only occurs along curves with a radius of 11°20’ or approximately 500 feet, which is well below the default FTA threshold.
- However, all of the proposed rail curves along the project alignment are designed for 10°, or approximately 575 feet.
- As a result, wheel squeal was not included in the analysis because no occurrences or impacts due to wheel squeal are expected anywhere under the proposed Build Alternatives.

Turnout Switches

- Several track switches were identified along the proposed alignment particularly at junctions and crossover connections to the existing alignment, new track sidings, new layover facilities, and at the maintenance facilities.
- As a result, potential impacts due to track switches and other special track work were evaluated using the default FTA reference noise level of 90 dBA L_{max} (or 100 dBA SEL) at 50 feet with a duration of 2 seconds per railcar.

Park-and-Ride Lots

- Several park-and-ride lots are proposed at passenger stations along the proposed alignment.
- The park-and-ride lots were modeled using a default FTA reference noise level of 65 dBA (or 101 dBA SEL) at 50 feet and a source height of 2 feet.
- The vehicular traffic volumes for each park-and-ride lot were conservatively determined as follows:
    - Total traffic volumes during the daytime period (7:00 a.m. to 10:00 p.m.) are equal to the facility capacity multiplied by a turnover factor of two (i.e., the total throughput during the daytime equals twice the capacity).
    - Total traffic volumes during the nighttime period (10:00 p.m. to 7:00 a.m.) are equal to the facility capacity multiplied by a turnover factor of one (i.e., the total throughput during the nighttime equals the capacity).

  - Total traffic volumes during the peak-hour period are equal to the facility capacity multiplied by a turnover factor of one-half (i.e., the total throughput equals one-half the capacity).
- The park-and-ride lots proposed for the Build Alternative Options include the following proposed capacities:
  - 1,850 – Munster/Dyer Main Street (west)
  - 1,700 – Munster/Dyer Main Street (east)
  - 500 – Munster Ridge Road
  - 1,000 – South Hammond
  - 750 – Downtown Hammond
  - 220 – Hammond Gateway

Traction Power Substations

- Several traction power substations (TPSSs) are proposed at various locations along the proposed alignment.
- The TPSSs were modeled using a default FTA reference noise level of 63 dBA (or 99 dBA SEL) at 50 feet, a source height of 5 feet, and the following utilization factors:
  - 100 percent or continuous operation during the daytime period (7:00 a.m. to 10:00 p.m.)
  - 56 percent operation during the nighttime period (10:00 p.m. to 7:00 a.m.)
- These utilization factors represent typical TPSS operation in two modes: full power during the daytime and reduced power during the off-peak or nighttime period.

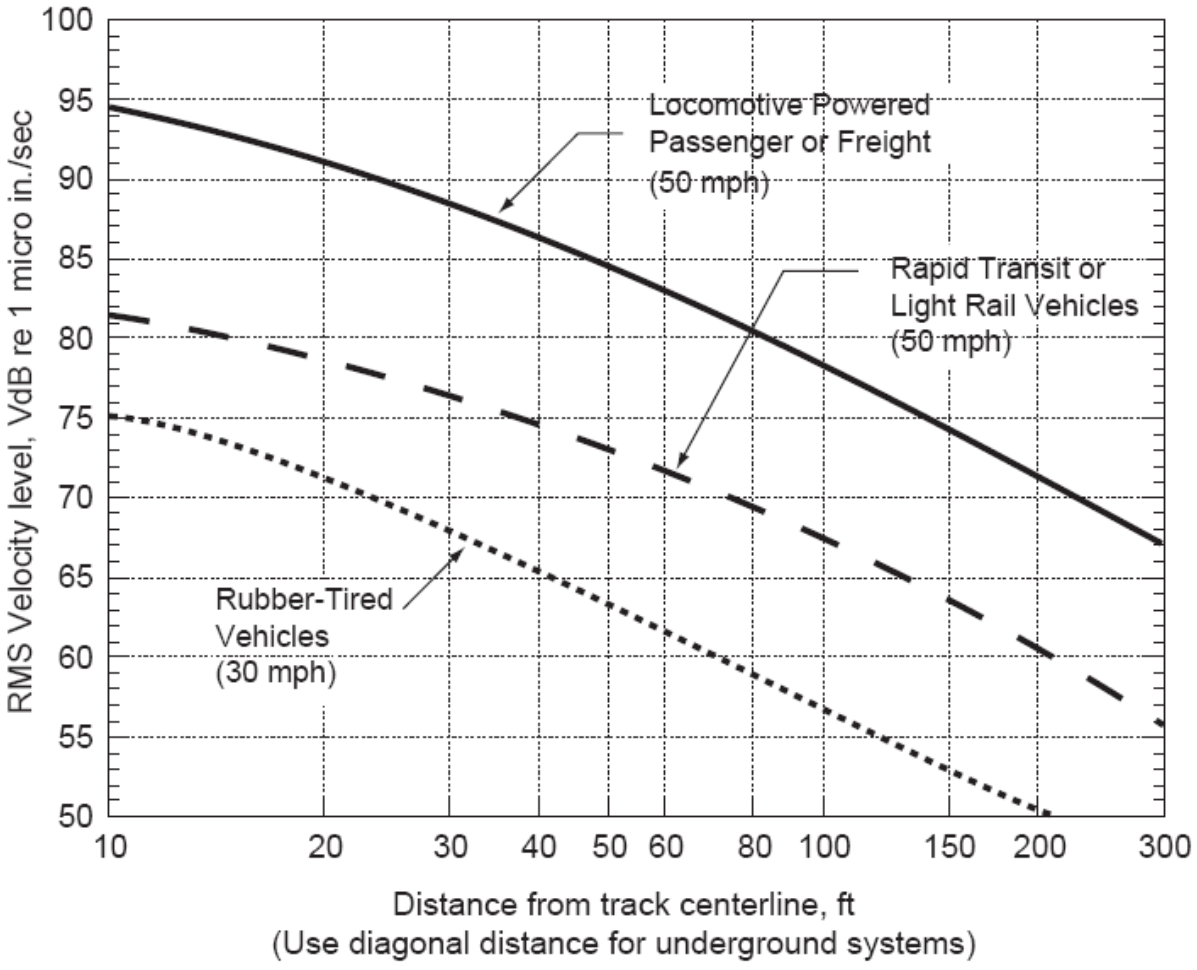
Maintenance and Storage Facilities

- Although maintenance and storage facilities typically include many different sources (such as rooftop ventilation fans, mechanical equipment inside the facility, vehicle movements in the yard, public address announcements, and other general activities), the actual detailed operating characteristics would not be determined until later during final design.
- However, the facility would be laid out and designed to mitigate any potential noise impacts in the community (e.g., by placing the loudest equipment indoors).
- The following maintenance facilities were included in the modeling analysis:
  - South Hammond, 173rd Street (Hammond) – Commuter Rail Alternative Options 1, 2, and 4 and IHB Alternative Options 1, 2, and 4
  - Main Street, East (Munster/Dyer) – Commuter Rail Alternative Option 3 and IHB Alternative Option 3
  - North Hammond (Hammond) – Hammond Alternative Options 1, 2, and 3
- Therefore, the maintenance and storage facilities were modeled using the conservative FTA default reference level of 82 dBA L_{max} (118 dBA SEL) for each of the proposed maintenance facility options.
- The maintenance and storage facility sites proposed as part of the Project include the following estimated worst-case operations:
  - 22 railcar movements during the daytime (7:00 a.m. to 10:00 p.m.)
  - 18 railcar movements during the nighttime (10:00 p.m. to 7:00 a.m.)

- 16 railcar movements during the peak hour

3.4 Vibration Modeling Assumptions

Projected ground-borne vibration levels from commuter rail pass-bys were predicted using the default ground-surface vibration curves in the FTA guidance manual *Transit Noise and Vibration Impact Assessment* (2006). These ground-borne vibration levels are shown on **Figure 3-2**. The commuter rail trains would travel up to a maximum speed of 42 mph, greatly reducing the potential for vibration impacts to nearby receptors. Vibration impacts were evaluated along both the proposed alignment and the existing MED/SSL. As a conservative modeling assumption, the surface vibration curves on **Figure 3-2** were adjusted to reflect local conditions (receptor distances), changes in train speed and special track work such as switches. For example, vibration levels due to rail discontinuities at turnout switches are typically 10 dB higher than for continuously-welded rail track. No adjustments were applied for corrugated rail, wheel flats, or other unmaintained rolling stock. NICTD maintains a rail-grinding and wheel-trueing program to maximize track life and to minimize adverse vibration in the community. Finally, no adjustments were applied for different receptor building construction types (i.e., masonry versus timber).



SOURCE: USDOT FTA 2006.

Figure 3-2 FTA Generalized Ground-Surface Vibration Curves

4. AFFECTED ENVIRONMENT

A noise-monitoring program was conducted to document existing conditions at sensitive receptors in the Study Area.

4.1 Baseline Noise Measurements

The proposed Build Alternative alignments are located in suburban and urban areas in Northwest Indiana and Northeast Illinois. The Study Area south of the existing MED/SSL is characterized by a mix of rural suburban to dense urban communities that include major highways such as I-94 and arterials such as Ridge Road and Hohman Avenue. As summarized in **Table 4-1**, the measured day-night noise levels in the Study Area ranged from 54 dBA at Receptor M3 (a residence on Manor Avenue in Munster) to 76 dBA at Receptor M10 (a residence along South Chippewa Avenue in Burnham, Illinois). In general, the lower noise levels are representative of land uses along the Monon Trail, while the higher noise levels reflect heavy traffic along urban streets.

Table 4-1 Baseline Noise Monitoring Results (dBA)

ID	Receptor Description	FTA Land Use Category	Peak Hour Noise Level (L_{eq})	Day-Night Noise Level (L_{dn})
M1	Maria Goretti Catholic Church, 500 Northgate Drive, Dyer	3	56	--
M2	Residence, 9901 Whitehall Gardens, Munster	2	55	60
M3	Residence, 8827 Manor Avenue, Munster	2	52	54
M4	Vacant, Manor Avenue at Ridge Road, Munster[1]	2	55	58
M5	Residence, 736 Sunnyside Avenue, Munster	2	58	61
M6	Residence, 7136 Lyman Avenue, Hammond	2	62	63
M7	Residence, 6411 Blaine Avenue, Hammond	2	56	60
M8	Residence, 268 Waltham Street, Hammond	2	61	61
M9	Residence, 255 Ogden Street, Hammond	2	60	62
M10	Residence, 13918 South Chippewa Avenue, Burnham	2	69	76
M11	Residence, 14315 South Manistee Avenue, Burnham	2	54	61

SOURCES: USDOT FTA 2006; AECOM 2014.

Note: [1]Site M4 is currently a vacant property and is, therefore, not included in the impact evaluation. However, the surrounding land uses at this site are residential. Measurements at this site are representative of the noise in this area.

Similarly, peak-hour noise levels measured in the Study Area ranged from 52 dBA at Receptor M3 (a residence along Manor Avenue in Munster) to 69 dBA at Receptor M10 (a residence along South Chippewa Avenue in Burnham). These levels represent large differences in existing ambient conditions ranging from rural to urban land uses.

The sound-level meters that were used to measure current noise conditions (Brüel & Kjær Model 2236 and Larson Davis Model 820) meet or exceed the American National Standards Institute (ANSI) standards for Type I accuracy and quality. The sound-level meters were calibrated using a Brüel & Kjær Model 4231 before and after each measurement. All measurements were conducted according to ANSI Standard S1.13-2005, Measurement of Sound Pressure Levels in Air (2010). All noise levels are reported in dBA, which best approximates the sensitivity of human hearing.

4.2 Existing Vibration

Existing vibration in the Study Area (particularly along the southern segment) is currently affected by vehicular roadway traffic, particularly cars, trucks, and buses. Along the existing MED/SSL, vibration is dominated by existing rail service from the SSL, Metra, Amtrak, and freight. In lieu of a detailed vibration monitoring program to document existing soil properties, FTA's "General Assessment" guidelines (including the default ground-surface vibration curves) were utilized as a conservative or worst-case approach to evaluate the potential for impacts under the Build Alternatives.

5. ENVIRONMENTAL CONSEQUENCES

This section includes a discussion of the potential operational impacts of the Project, as well as an assessment of temporary construction impacts and indirect and cumulative effects.

5.1 No Build Alternative

5.1.1 Noise

The Study Area south of the existing MED/SSL is characterized by a mix of both rural suburban and dense urban communities that include major highways such as I-94 and arterials such as Ridge Road and Hohman Avenue. Irrespective of other projects planned and programmed in the region, ambient noise under the No Build Alternative is anticipated to be essentially the same as under the existing conditions without the Build Alternative. For example, it takes a doubling of the traffic volumes for the noise levels to increase by 3 dBA, the threshold where most listeners detect the change. However, only marginal increases in traffic levels are predicted in the Study Area between now and 2040, resulting in slightly higher congestion and lower average travel speeds.

Along the existing MED/SSL, ambient noise levels at residences adjacent to the proposed alignment would be dominated by existing rail operations. The future noise under the No Build Alternative is expected to be similar to the existing conditions since operations are not expected to increase significantly. Therefore, no noise impacts are expected under the No Build Alternative.

5.1.2 Vibration

Projected vibration levels under the No Build Alternative are expected to be similar to existing conditions. Traffic, including heavy trucks and buses, rarely creates perceptible ground-borne vibration unless vehicles are operating very close to buildings or there are irregularities in the road, such as potholes or expansion joints. The pneumatic tires and suspension systems of automobiles, trucks, and buses eliminate most ground-borne vibration. Similarly, vibration levels from existing train service along the existing MED/SSL are expected to be the dominant source of vibration in the area, which is not expected to change from the existing condition. As a result, there would be no vibration impacts associated with the No Build Alternative since nothing would be built.

5.2 Commuter Rail Alternative

The results of the noise and vibration findings are described in the following subsections for Commuter Rail Alternative Option 1. The impacts expected under Commuter Rail Alternative Options 2, 3, and 4 are described qualitatively based on the findings for Commuter Rail Alternative Option 1.

North of Douglas Street, the proposed Commuter Rail Alternative alignment is the same for all the options. However, south of Douglas Street, the Commuter Rail Alternative Options include variations on the location of the Munster/Dyer Main Street Station parking lot (i.e., east side versus west side of the CSX freight line), two locations for the maintenance facility, and one option that places the alignment on the west side of the existing CSX freight line. However,

since none of these Project elements dominate the noise exposure, no differences in the number of impacts are predicted among the options.

5.2.1 Commuter Rail Alternative Option 1 Noise

To gauge the level of impact from the proposed Project, noise levels are reported for the same discrete receptors where baseline noise measurements were collected. As shown in **Table 5-1**, maximum day-night project noise levels under Commuter Rail Alternative Option 1 are predicted to range from 32 dBA at Site M11 (a residence along South Manistee Avenue in Burnham) to 67 dBA at Site M3 (a residence along Manor Avenue in Munster). The elevated noise levels are due primarily to FRA-required warning horn use within ¼ mile of all grade crossings. Therefore, exceedances of the FTA moderate or severe impact criteria are predicted at receptor Sites M3, M6, M7, M8, and M9.

However, Study Area wide exceedances of the FTA severe impact criteria (shown in **Table 5-2**) are predicted at 147 residences (Category 2 land uses) and 3 institutional receptors (Category 3 land uses) (see **Appendix A**). Study Area wide exceedances of the FTA moderate impact criteria are predicted at an additional 288 residences (Category 2 land uses) and 20 institutional receptors (Category 3 land uses). All of the severe noise impacts would be due to the mandated sounding of warning horns within ¼ mile of all grade crossings. No exceedances of the FTA impact criteria are predicted along the existing MED/SSL. These impact counts do not include vacant properties identified using aerial and street-view photography.

5.2.2 Commuter Rail Alternative Option 1 Vibration

To gauge the level of impact from the proposed Project, ground-borne vibration levels are reported for the same discrete receptors utilized for the noise assessment. As shown in **Table 5-3**, project vibration levels under Commuter Rail Alternative Option 1 are predicted to range from 21 dB at Site M10 (a residence along Manistee Avenue in Burnham) to 66 dB at Site M8 (a residence along Waltham Street in Hammond) but remain below the FTA impact criteria. These elevated vibration levels would be due primarily to rail discontinuities at track turnout switches.

No exceedances of the FTA occasional impact criteria are predicted anywhere along the existing MED/SSL. However, one exceedance is predicted along the proposed Commuter Rail Alternative alignment at a residence along Lyman Avenue next to a proposed track turnout switch. No other exceedances are predicted under Commuter Rail Alternative alignment.

5.2.3 Commuter Rail Alternative Option 2

Compared to Commuter Rail Alternative Option 1, the parking lot proposed at the Munster/Dyer Main Street Station would be relocated from the east side of the proposed alignment to the west side. The parking facility on the west side of the alignment is proposed in an undeveloped area away from residences. Therefore, this proposed change is expected to have an insignificant effect on the level of impact in the community. Therefore, this change in the parking lot location under Commuter Rail Alternative Option 2 is expected to result in the same number of noise impacts as Commuter Rail Alternative Option 1. Similarly, this change would also not affect the level of vibration impact. Therefore, no exceedances of the FTA vibration impact criteria are predicted for Commuter Rail Alternative Option 2.

Table 5-1 Predicted Noise Levels at Select Receptors under the Project Alternatives (dBA)

Receptor		FTA	Noise Levels (dBA)[1]				FTA Criteria	
No.	Description	Cat.	Existing	Commuter Rail	IHB	Hammond	Moderate	Severe
M1	Maria Goretti Catholic Church, 500 Northgate Drive	3	56	39	39	39	61	67
M2	Residence, 9901 Whitehall Gardens	2	60	52	52	52	58	63
M3	Residence, 8827 Manor Avenue	2	54	**67**	**67**	**67**	55	61
M4	Vacant, Manor Avenue at Ridge Road[2]	--[2]	58	60	59	59	--	--
M5	Residence, 736 Sunnyside Avenue	2	61	48	48	48	58	64
M6	Residence, 7136 Lyman Avenue	2	63	**62**	**62**	**62**	60	65
M7	Residence, 6411 Blaine Avenue	2	60	**63**	**63**	**63**	58	63
M8	Residence, 268 Waltham Street	2	61	**66**	**66**	**66**	58	64
M9	Residence, 255 Ogden Street	2	62	**61**	**61**	**61**	59	65
M10	Residence, 13918 South Chippewa Avenue	2	76	48	37[3]	48	65	74
M11	Residence, 14315 South Manistee Avenue	2	61	32[3]	51	32[3]	58	64

SOURCE: AECOM 2015.

Note: [1]Exceedances of the FTA moderate impact criteria are bolded; exceedances of the FTA severe impact criteria are shaded gray and **bolded**. The Project noise levels are reported for each of the three primary Build Alternatives including Commuter Rail Alternative, Hammond Alternative, and IHB Alternative.

[2]Site M4 is currently a vacant property and is, therefore, not included in the impact evaluation. However, the surrounding land uses at this site are residential. Measurements at this site are representative of the noise in this area.

[3]Receptors not located on Alternative.

Table 5-2 Predicted Study Area Wide Noise Impacts under the Build Alternatives

Project Alternative	Corridor Segment	Moderate[1]			Severe[1]			Totals		
		1	2	3	1	2	3	1	2	3
Commuter Rail Alternative Options	MED / SSL	0	0	0	0	0	0	0	0	0
	Project	0	288	20	0	147	3	0	435	23
	Total	0	288	20	0	147	3	0	435	23
IHB Alternative Options	MED / SSL	0	0	0	0	0	0	0	0	0
	Project	0	290	45	0	145	11	0	435	56
	Total	0	290	45	0	145	11	0	435	56
Hammond Alternative Options	MED / SSL	0	0	0	0	0	0	0	0	0
	Project	0	290	20	0	145	3	0	435	23
	Total	0	290	20	0	145	3	0	435	23

SOURCE: AECOM 2016.

[1]The number of exceedances of the moderate and severe impact criteria categories are reported for each of the three FTA land-use categories: Category 1 is highly sensitive receptors; Category 2 is residences; and Category 3 is institutional properties.

Table 5-3 Predicted Vibration Levels at Select Receptors under the Project Alternatives (dB)

	Receptor	FTA	Vibration Levels (dB)			FTA
No.	Description	Cat.	Commuter Rail	IHB	Hammond	Criteria[1]
M1	Maria Goretti Catholic Church, 500 Northgate Drive	3	41	41	41	78
M2	Residence, 9901 Whitehall Gardens	2	61	61	61	75
M3	Residence, 8827 Manor Avenue[3]	2	62	62	62	75
M4	Vacant, Manor Avenue at Ridge Road[2]	--[2]	57	57	57	--
M5	Residence, 736 Sunnyside Avenue	2	60	60	60	75
M6	Residence, 7136 Lyman Avenue	2	60	60	60	75
M7	Residence, 6411 Blaine Avenue	2	61	61	61	75
M8	Residence, 268 Waltham Street	2	66	66	66	75
M9	Residence, 255 Ogden Street	2	59	59	59	75
M10	Residence, 13918 South Chippewa Avenue	2	21	--[4]	21	75
M11	Residence, 14315 South Manistee Avenue	2	--[4]	67	--[4]	75

SOURCE: AECOM 2014.

Notes: [1]The FTA vibration impact criteria used to assess impact reflect the "occasional" event activity level (i.e., 30-70 events per day).

[2]Site M4 is currently a vacant property and is, therefore, not included in the impact evaluation. However, the surrounding land uses at this site are residential. Measurements at this site are representative of the noise level in this area.

[3]This site is closest to the residence where an exceedance to the vibration criteria is predicted.

[4]Receptors not located on Alternative.

5.2.4 Commuter Rail Alternative Option 3

Compared to Commuter Rail Alternative Option 1, the maintenance and storage facility would be relocated from the 173rd Street site near the South Hammond Station to a site south of the Munster/Dyer Main Street Station on the east side of the proposed alignment. The proposed maintenance and storage facility on the east side of the alignment is proposed in an area close

to a residential neighborhood. However, the change in the maintenance and storage facility location under Commuter Rail Alternative Option 3 is not expected to change the number of noise impacts compared to Commuter Rail Alternative Option 1 because all of the impacts are due to the warning horns. Therefore, this proposed change is expected to have the same number of impacts as Commuter Rail Alternative Option 1. Similarly, this change would also not affect the level of vibration impact since slow-moving railcars in the maintenance facility tracks are not expected to result in any impacts. Therefore, no exceedances of the FTA vibration impact criteria are predicted for Commuter Rail Alternative Option 3.

5.2.5 Commuter Rail Alternative Option 4

Compared to Commuter Rail Alternative Option 1, two changes are proposed as part of Commuter Rail Alternative Option 4: (1) the parking lot proposed at the Munster/Dyer Main Street Station would be relocated from the east side of the proposed alignment to the west side and (2) the proposed alignment would be routed to the west side of the CSX freight line ROW south of Maynard Junction. However, this change in the parking lot location is expected to result in no change between the numbers of noise impacts predicted under Commuter Rail Alternative Option 4 compared to those under Commuter Rail Alternative Option 1. Similarly, the relocation of the alignment to the west of the CSX freight line is also not expected to change the number of impacts due to the impact from the warning horns. Therefore, this proposed re-location in the alignment from the east to the west side would also have no effect on the number of impacts predicted under Commuter Rail Alternative Option 1. Furthermore, this change is also not expected to change the number of vibration impacts compared to Commuter Rail Alternative Option 1, since there is approximately an equal number of residences on both sides of the proposed alignment. Therefore, no exceedances of the FTA vibration impact criteria are predicted for Commuter Rail Alternative Option 4.

5.3 IHB Alternative

South of Douglas Street, the proposed IHB Alternative Options would be the same as the Commuter Rail Alternative Options. However, north of Douglas Street, the IHB Alternative Options would follow the existing IHB freight line ROW west through Calumet City and other points west and north. Therefore, with only minor exceptions, the noise impacts are predicted to be similar to those predicted for the Commuter Rail Alternative Options. The results of the noise and vibration findings are described in the following subsections for the IHB Alternative Options.

5.3.1 IHB Alternative Option 1 Noise

As shown in **Table 5-1**, maximum day-night project noise levels under IHB Alternative Option 1 are predicted to range from 37 dBA at Site M11 (a residence along South Manistee Avenue in Burnham) to 67 dBA at Site M3 (a residence along Manor Avenue in Munster). The elevated noise levels would be due primarily to FRA-required warning horn use within ¼ mile of all grade crossings. Therefore, exceedances of the FTA moderate or severe impact criteria are predicted at receptor Sites M3, M6, M7, M8, and M9.

However, Study Area wide exceedances of the FTA severe impact criteria (shown in **Table 5-2**) are predicted at 145 residences (Category 2 land uses) and 11 institutional receptors (Category 3 land uses) under IHB Alternative Option 1 (see **Appendix A**). Additionally, Study Area wide exceedances of the FTA moderate impact criteria are predicted at an additional 290 residences (Category 2 land uses) and 45 institutional receptors (Category 3 land uses). All of the severe noise impacts are due to the mandated sounding of warning horns within ¼ mile of all grade

crossings. No exceedances of the FTA impact criteria are predicted along the existing MED/SSL.

5.3.2 IHB Alternative Option 1 Vibration

Similar to noise, the alignment for IHB Alternative Option 1 would shift many of the vibration impacts north of Douglas Street west along the existing IHB ROW. As shown in **Table 5-3**, project vibration levels under IHB Alternative Option 1 are predicted to range from 41 dB at Site M1 (Maria Goretti Church in Dyer) to 67 dB at Site M11 (a residence along South Manistee Avenue in Burnham). The elevated vibration levels are primarily due to rail discontinuities at track turnout switches. No exceedances of the FTA vibration impact criteria are predicted either along the existing MED/SSL. However, one exceedance is predicted along the proposed IHB Alternative alignment at a residence along Lyman Avenue next to a proposed track turnout switch. No other exceedances are predicted under the IHB Alternative alignment.

5.3.3 IHB Alternative Option 2

Compared to IHB Alternative Option 1, the parking lot proposed at the Munster/Dyer Main Street Station would be relocated from the east side of the proposed alignment to the west side. The parking facility on the west side of the alignment is proposed in an undeveloped area away from residences. Therefore, this proposed change is expected to have an insignificant effect on the level of impact in the community. Therefore, this change in the parking lot location under IHB Alternative Option 2 is expected to result in the same number of noise impacts as IHB Alternative Option 1. Similarly, this change would also not affect the level of vibration impact. Therefore, no exceedances of the FTA vibration impact criteria are predicted for IHB Alternative Option 2.

5.3.4 IHB Alternative Option 3

Compared to IHB Alternative Option 1, the proposed maintenance and storage facility would be located at a site south of the proposed Munster/Dyer Main Street Station on the east side of the alignment. The maintenance and storage facility on the east side of the alignment is proposed in an area close to a residential neighborhood. However, the change in the maintenance and storage facility location under IHB Alternative Option 3 is not expected to change the number of noise impacts compared to Commuter Rail Alternative Option 1 because all of the impacts are due to the warning horn. Therefore, this proposed change is expected to have the same number of impacts as IHB Alternative Option 1. Similarly, this change would also not affect the level of vibration impact, since slow-moving railcars in the maintenance facility tracks are not expected to result in any impacts. Therefore, no exceedances of the FTA vibration impact criteria are predicted for IHB Alternative Option 3.

5.3.5 IHB Alternative Option 4

Compared to IHB Alternative Option 1, two changes are proposed as part of IHB Alternative Option 4: (1) the parking lot proposed at the proposed Munster/Dyer Main Street Station would be located from the east side of the proposed alignment to the west side and (2) the proposed alignment would be routed to the west side of the CSX freight line ROW south of Maynard Junction. However, this change in the parking lot location is expected to result in no change between the numbers of noise impacts predicted under IHB Alternative Option 4 compared to those under IHB Alternative Option 1. Similarly, the relocation of the proposed alignment to the

west of the CSX freight line is also not expected to change the number of impacts due to the impact from the warning horns. However, based on the noise levels predicted at the closest receptors under IHB Alternative Option 1, this shift would not reduce the predicted noise levels from the warning horns below the threshold of impact. Therefore, this proposed relocation in the alignment from the east to the west side would also have no effect on the number of impacts predicted under IHB Alternative Option 1. However, no exceedances of the FTA vibration impact criteria are predicted for IHB Alternative Option 4.

5.4 Hammond Alternative

South of Douglas Street, the proposed Hammond Alternative alignment would be similar to the Commuter Rail Alternative. However, north of Douglas Street, the Hammond Alternative would follow a different route in North Hammond before it connects with the existing SSL. Therefore, with only minor exceptions, the noise impacts for the Hammond Alternative are predicted to be similar to those predicted for the Commuter Rail Alternative. The results of the noise and vibration findings are described in the following subsections for Hammond Alternative Option 1. The impacts expected under Hammond Alternative Options 2 and 3 are described qualitatively based on the findings for Hammond Alternative Option 1.

5.4.1 Hammond Alternative Option 1 Noise

As shown in **Table 5-1**, maximum day-night project noise levels under Hammond Alternative Option 1 are predicted to range from 32 dBA at Site M11 (a residence along South Manistee Avenue in Burnham) to 67 dBA at Site M3 (a residence along Manor Avenue in Munster). The elevated noise levels would be primarily due to FRA-required warning horn use within ¼ mile of all grade crossings. Therefore, exceedances of the FTA moderate or severe impact criteria are predicted at receptor Sites M3, M6, M7, M8 and M9.

However, Study Area wide exceedances of the FTA severe impact criteria (shown in **Table 5-2**) are predicted at 145 residences (Category 2 land uses) and 3 institutional receptors (Category 3 land uses) under Hammond Alternative Option 1 (see **Appendix A**). Additionally, Study Area wide exceedances of the FTA moderate impact criteria are predicted at an additional 290 residences (Category 2 land uses) and 20 institutional receptors (Category 3 land uses). All of the severe noise impacts are due to the mandated sounding of onboard warning horns within ¼ mile of all grade crossings. No exceedances of the FTA impact criteria are predicted along the existing MED/SSL.

5.4.2 Hammond Alternative Option 1 Vibration

Similar to noise, the alignment for Hammond Alternative Option 1 would shift many of the vibration impacts north of Douglas Street east along the existing CSX freight line ROW. As shown in **Table 5-3**, project vibration levels under Hammond Alternative Option 1 are predicted to range from 21 dB at Site M10 (a residence along South Chippewa Avenue in Burnham) to 66 dB at Site M8 (a residence along Waltham Street in Hammond). The elevated vibration levels would be primarily due to rail discontinuities at track turnout switches. No exceedances of the FTA vibration impact criteria are predicted along the existing MED/SSL. However, one exceedance is predicted along the proposed Hammond Alternative alignment at a residence along Lyman Avenue next to a proposed track turnout switch. No other exceedances are predicted under the Hammond Alternative alignment.

5.4.3 Hammond Alternative Option 2

Compared to Hammond Alternative Option 1, the parking lot proposed at the Munster/Dyer Main Street Station would be relocated from the east side of the proposed alignment to the west side. The parking facility on the west side of the alignment is proposed in an undeveloped area away from residences. Therefore, this proposed change is expected to have no effect on the level of impact in the community. Therefore, this change in the parking lot location under Hammond Alternative Option 2 is expected to result in the same number of noise impacts as Hammond Alternative Option 1. Similarly, this change would also not affect the level of vibration impact. Therefore, no exceedances of the FTA vibration impact criteria are predicted for Hammond Alternative Option 2.

5.4.4 Hammond Alternative Option 3

Compared to Hammond Alternative Option 1, two changes are proposed as part of Hammond Alternative Option 3: (1) the parking lot proposed at the Munster/Dyer Main Street Station would be relocated from the east side of the proposed alignment to the west side and (2) the proposed alignment would be routed to the west side of the CSX freight line ROW south of Maynard Junction. The change in the parking lot location under Hammond Alternative Option 3 is expected to have no effect on the level of impact in the community. Similarly, the relocation of the proposed alignment to the west side of the CSX freight line is also not expected to change the number of impacts due to the impact from the warning horns. However, based on the noise levels predicted at the closest receptors under Hammond Alternative Option 1, this shift would not reduce the predicted noise levels from the warning horns below the threshold of impact. Therefore, this proposed relocation in the alignment from the east to the west side would also have no effect on the number of impacts predicted under Hammond Alternative Option 1. Similarly, this change is also not expected to change the number of vibration impacts compared to Hammond Alternative Option 1 since there is approximately an equal number of residences on both sides of the proposed alignment. Therefore, no exceedances of the FTA vibration impact criteria are predicted for Hammond Alternative Option 3.

5.5 Maynard Junction Rail Profile Option

5.5.1 Noise

The Maynard Junction Rail Profile Option would include crossing the existing CSX freight line in an at-grade profile instead of an elevated profile. This change would include new rail discontinuities at the crossover, resulting in elevated noise levels. However, since the Maynard Junction is located in a primarily industrial area with limited noise-sensitive receptors, no new impacts are predicted. Therefore, this change in the Maynard Junction Rail Profile Option is not expected to result in any differences from the number of noise impacts predicted under the Commuter Rail Alternative Options 1, 2, and 3, IHB Alternative Options 1, 2, and 3, and Hammond Alternative Options 1 and 2.

5.5.2 Vibration

Similar to noise, the location of the Maynard Junction Rail Profile Option away from vibration-sensitive receptors would have a negligible effect on vibration because future vibration from the Project, including the new crossover, would be insignificant due to the large distances between the rail diamond crossover and the closest vibration-sensitive receptors. Therefore, no

exceedances of the FTA vibration impact criteria are predicted for the Maynard Junction Rail Profile Option associated with the Commuter Rail Alternative Options 1, 2, and 3, IHB Alternative Options 1, 2, and 3, and Hammond Alternative Options 1 and 2.

5.6 Construction-Related Impacts

No construction-related noise impacts are anticipated as a result of the No Build Alternative. Potential impacts associated with other projects under the No Build Alternative would be evaluated separately as part of the planning for those projects.

Noise levels from construction activities associated with the Build Alternatives, although temporary, could be a nuisance at nearby sensitive receptors such as residences, hotels, and schools. Noise levels during construction would vary depending on the types of activity and equipment used for each stage of work. Heavy machinery, the major source of noise in construction, would be constantly moving. For example, Project construction activities would include laying new track, rehabilitating bridges, relocating utilities, reconstructing street intersections, constructing passenger stations, and building structures associated with the maintenance facility and other ancillary facilities (e.g., overhead contact system [OCS] poles, TPSS).

It is recognized that there would be temporary noise and vibration impacts during construction in some locations. In addition, activities associated with construction staging and/or material laydown areas could result in noise impacts if located in noise-sensitive areas, although noise-sensitive areas would be avoided to the maximum extent possible. Similarly, there would also be the potential for noise increases along detour routes and truck haul routes. This analysis makes conservative assumptions regarding construction noise and vibration so that potential maximum impacts are analyzed and disclosed consistent with NEPA requirements.

The bulk of the construction would normally occur during daylight hours when some residents are not at home, when residents who are at home are less sensitive to construction activities, and when other community noise sources contribute to higher ambient noise levels. However, some construction activities may also occur during the nighttime and on weekends to complete the Project sooner and reduce the duration of construction-related impacts on the community. Most construction activities are expected to last less than 6 months at any one location, depending on the type of activity, and the Project construction period is expected to last approximately 2 years. During this timeframe, noise and vibration impacts are expected along the proposed alignment, particularly at sensitive receptors adjacent to the proposed alignment and facilities. For example, to minimize potential vibration impacts at Community Hospital in Munster, Indiana (which includes sensitive imaging and other diagnostic equipment) during construction, close coordination between the selected contractor and the hospital is recommended. Therefore, NICTD is committed to minimizing impacts in the community by requiring its construction contractors to implement appropriate noise and vibration control measures that would eliminate impacts and minimize extended disruption of normal activities.

5.7 Secondary and Cumulative Effects

Noise levels within the Study Area would increase by the presence of the proposed Project, particularly in the vicinity of grade crossings where warning horns are sounded. Some of the other planned projects in the Study Area would also increase noise because they would result in increased travel and construction activities. However, no exceedances of the FTA's severe noise criteria or ground-borne vibration criteria are predicted that cannot be mitigated using

established control measures. For example, quiet zones may be implemented to eliminate the FRA requirement for warning horn use. Since the proposed Project would provide an alternative source of transportation for many of the other planned projects as well as to other destinations in the area, it should reduce the number of auto trips and the noise levels associated with them. Therefore, with mitigation, the Project would not contribute to cumulative impacts and may provide a beneficial effect.

6. MITIGATION

Noise and vibration impacts are predicted for the Build Alternatives during operation of the Project. Potential mitigation measures that could be incorporated into the design of the Project to reduce impacts are discussed in the following sections. With the incorporation of recommended mitigation measures, it is expected that all impacts would be reduced below the severe noise threshold and below the frequent vibration threshold. Similarly, noise control measures would also eliminate or minimize the predicted moderate noise impacts.

6.1 Long-Term Operating Effects

No mitigation measures are proposed for the No Build Alternative since no impacts are anticipated. Since operational noise impacts are predicted under the Build Alternatives, an evaluation of potential mitigation measures is required. The potential impacts after mitigation measures are implemented are shown in **Appendix A**. Potential mitigation measures for impacts are discussed below.

- Noise impacts due to warning horns on rail vehicles within ¼ mile of grade crossings may be eliminated by installing stationary wayside horns at grade crossings. Wayside horns would limit the horn noise exposure to the area around the grade crossings by directing the acoustical “cone” along the road rather than into the community. With wayside horns, all of the severe and moderate noise impacts would be eliminated except for one multi-family building on Manor Avenue in Munster. The remaining noise level of 55 dBA after mitigation would be equal to the FTA moderate noise threshold of 55 dBA.
- The remaining noise impact due to train operations may be eliminated with a noise barrier adjacent to the west side of the track. Since the acoustical center of the trains is approximately 2 feet above top-of-rail, shorter knee-height barriers 3 feet tall located within 15 feet of the track centerline would eliminate any impacts due to wheel-rail noise and aerodynamic noise. A noise barrier at Munster, Manor Avenue: Sta. No. 1393+00 to 1399+00 (600 feet), outbound side, would eliminate this remaining noise impact.
- One vibration exceedance is predicted at a residence along Lyman Avenue next to a proposed track turnout switch. Mitigating this impact would include relocating the switch away from residences, installing ballast mats under the proposed switch, or utilizing pointless or spring frogs.
- Potential nuisance noise due to parking facilities may be eliminated or reduced in severity by designing the layout such that the loudest activities (such as idling buses and passenger drop-off curbs) are located away from any nearby residences. Additionally, other “smart design” measures include landscaping elements that shield nearby residences from nuisance noise such as slamming doors, patrons’ voices, car starters, and other general activities associated with park-and-ride lots.
- Similarly, potential nuisance noise due to the proposed maintenance and storage facilities may be eliminated or reduced in severity by utilizing “smart design” during the Engineering phase of the Project. For example, facility designs that place the loudest mechanical equipment indoors or that locate buildings between the closest residences and the loudest activities would minimize the noise impacts in the community.

6.2 Short-Term Construction Effects

No mitigation measures are proposed for the No Build Alternative since no construction-related impacts are anticipated. For the Build Alternatives, NICTD's selected construction contractor would use noise control measures and best management practices (BMPs) to ensure construction-related noise levels do not exceed the local and state noise codes. Local noise ordinances (such as Lake County Code of Ordinances, Title IX, General Regulation, Chapter 93: Noise) prohibit construction noise between 8:00 p.m. and 7:00 a.m. FTA, however, recommends a noise limit of 80 dBA at any sensitive receptor during the daytime period from 7:00 a.m. to 10:00 p.m. to avoid impacts in the community. The actual noise limits imposed on the contractor will be determined during Final Design typically as part of a memorandum of agreement between the Project sponsor and the community.

Consistency with local ordinances and implementation of noise control measures and BMPs would prevent noise and vibration levels associated with construction of the Project from impacting noise-sensitive land uses, as classified by FTA (e.g., residences, hospitals, hotels, and schools). Typical types of noise control measures and BMPs include the following:

- Develop noise and vibration control plans that demonstrate that each new phase of construction work would comply with the county or local noise criteria.
- Place temporary noise barriers around the construction site.
- Place localized barriers around specific items of equipment or smaller areas.
- Use alternative backup alarms/warning procedures.
- Use higher performance mufflers on equipment operated during nighttime hours.
- Use portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

Similarly, BMPs that could be implemented by the construction contractor to minimize vibration in the community include the following control measures:

- Use less vibration-intensive construction equipment or techniques near vibration-sensitive locations.
- Route heavily laden vehicles away from vibration-sensitive locations.
- Operate earthmoving equipment as far as possible from vibration-sensitive locations.
- Sequence construction activities that produce vibration, such as demolition, excavation, earthmoving, and ground impacting so that the vibration sources do not operate simultaneously.
- Use construction devices with the least impact to accomplish necessary tasks. For example, instead of using impact pile drivers, using vibratory pile drivers or augers would be considered.

All noise control measures and BMPs would be confirmed during the Engineering phase when the details of the Project construction activities are developed and finalized as part of the construction bid contracts.

7. REFERENCES

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APPENDIX A
Figures Showing the Predicted Noise and Vibration Impacts

Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

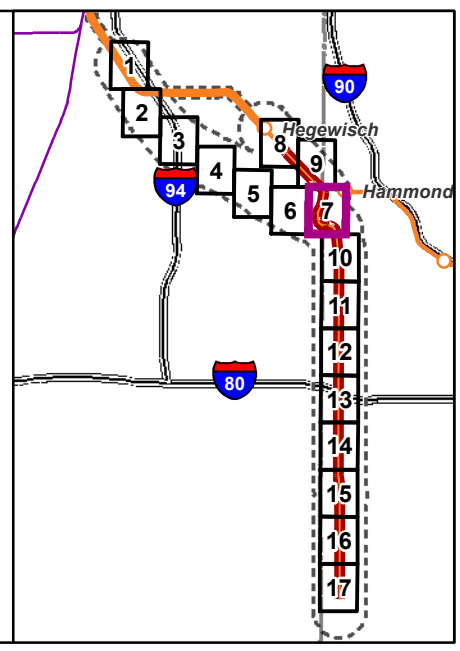
Uncategorized

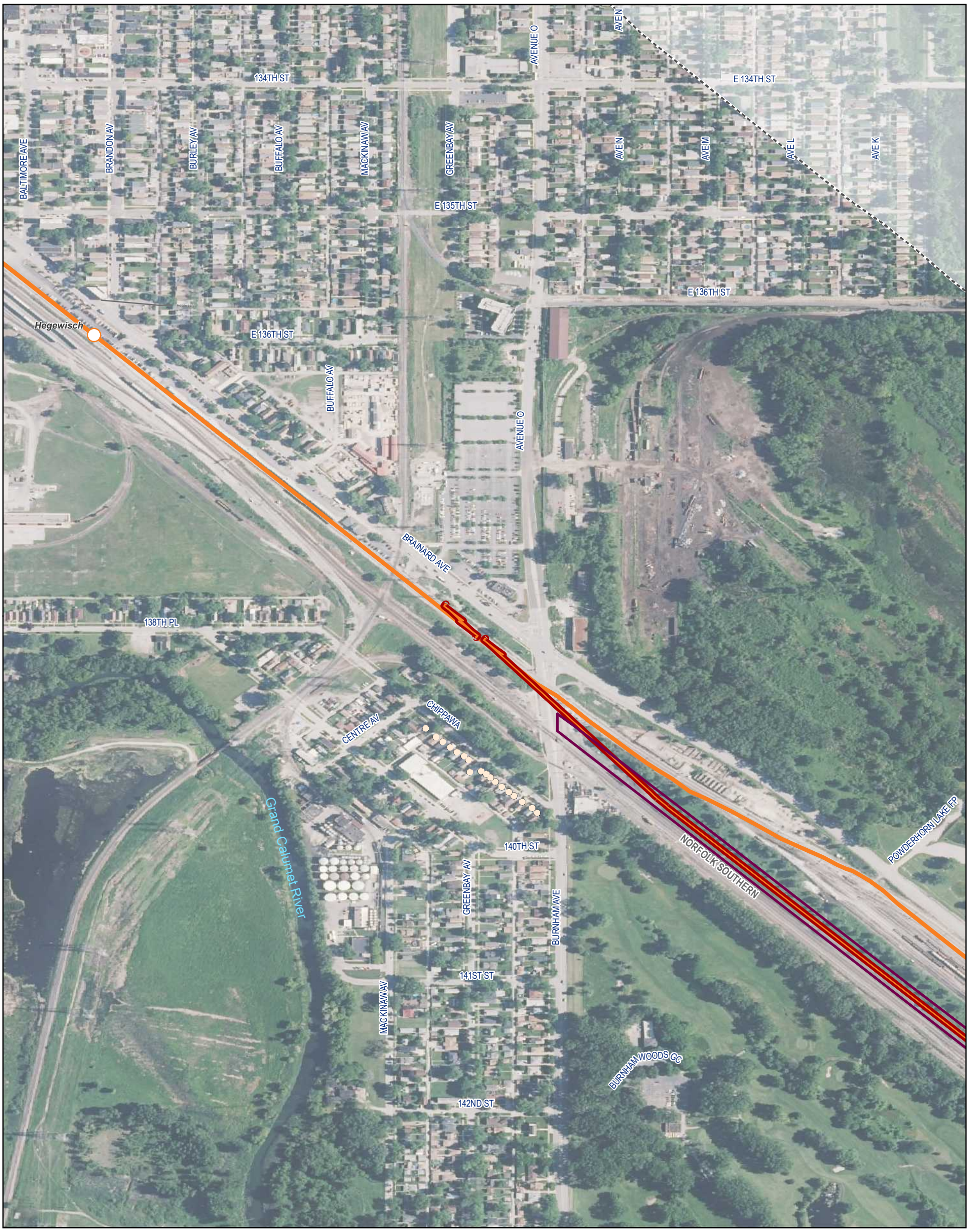
- No Impact

0 500 Feet

N

Sheet 7





Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

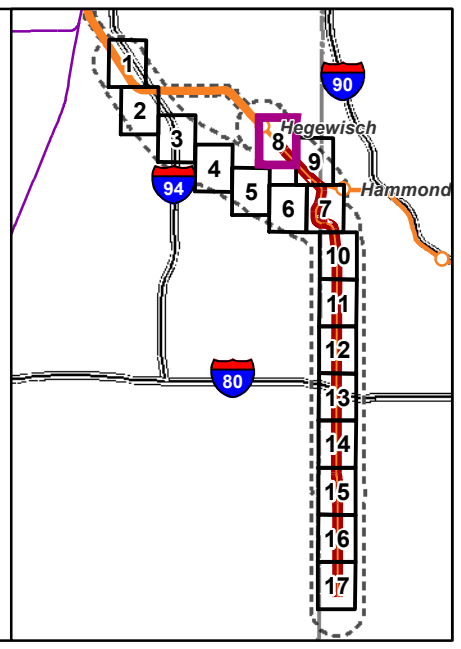
Uncategorized

- No Impact

0 500 Feet

N

Sheet 8



UNKNOWN
UNKNOWN
137TH ST
VICTORIA AVE
138TH ST
139TH ST
GROVER AVE
140TH ST
141ST ST
142ND ST
BRAINARD AVE
NORFOLK SOUTHERN
1ST
CLARK AVE
DEARBORN AVE
GOSTLIN ST
WABASH AVE
HANOVER ST
R BELT
Grand Calumet River

Noise Impacts: Commuter Rail Alternative

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Land Use Category 2

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- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

Uncategorized

- No Impact

0 500 Feet

N

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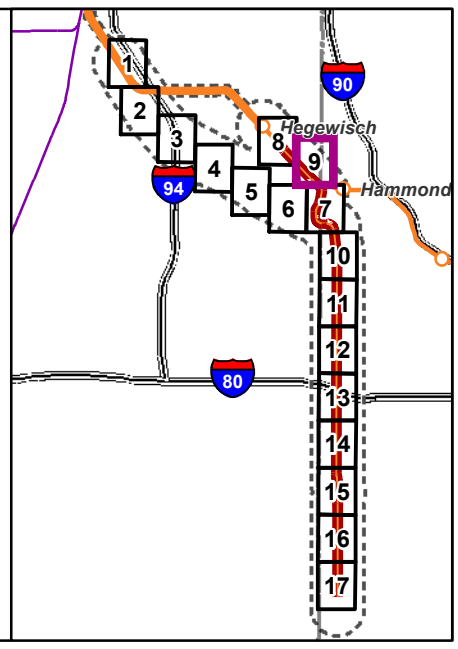

Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
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- Proposed Station
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- Study

Land Use Category 2

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- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

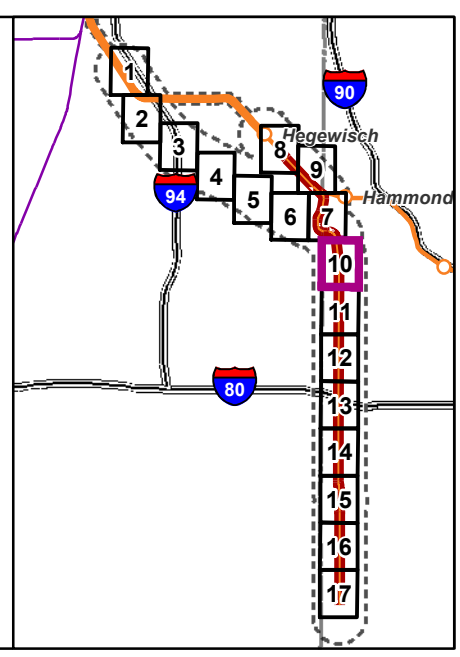
Uncategorized

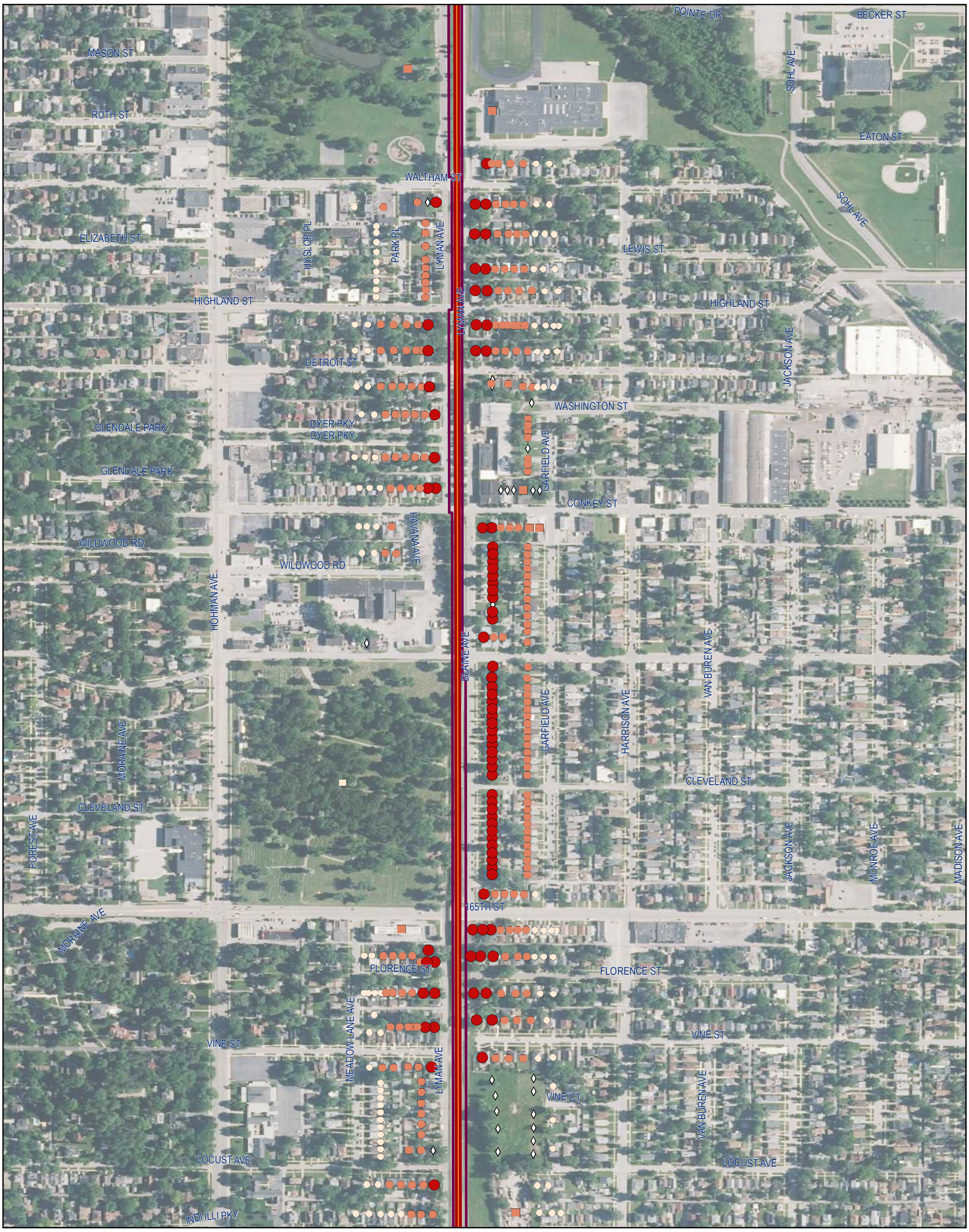
- No Impact

0 500 Feet

N

Sheet 10





Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
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- Study

Land Use Category 2

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- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

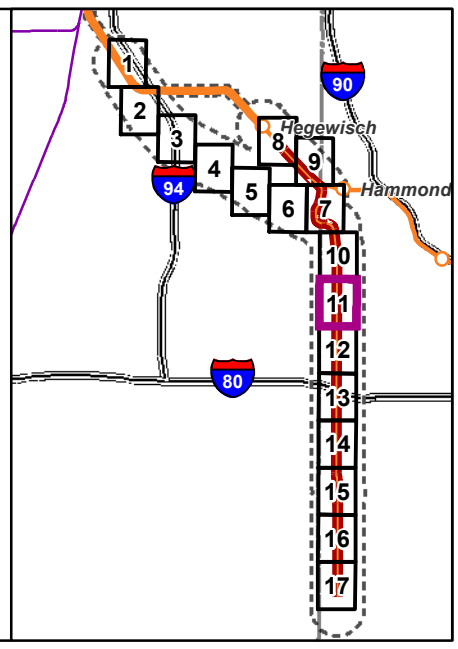
Uncategorized

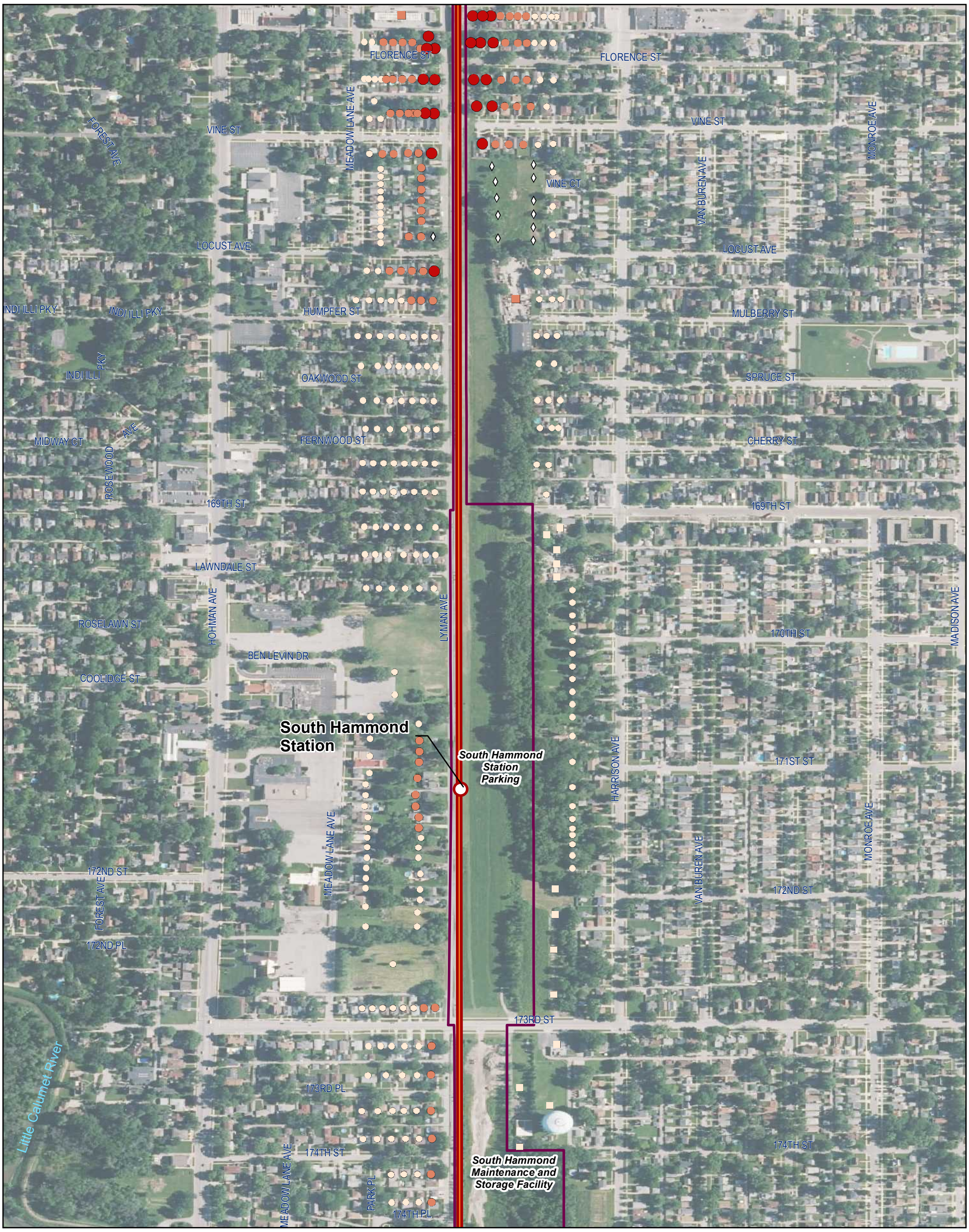
- No Impact

0 500 Feet

N

Sheet 11





Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study

Land Use Category 2

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- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

Uncategorized

- No Impact

0 500 Feet

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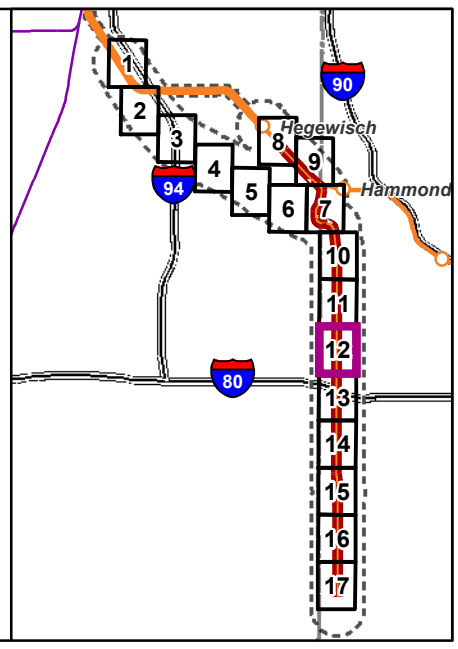
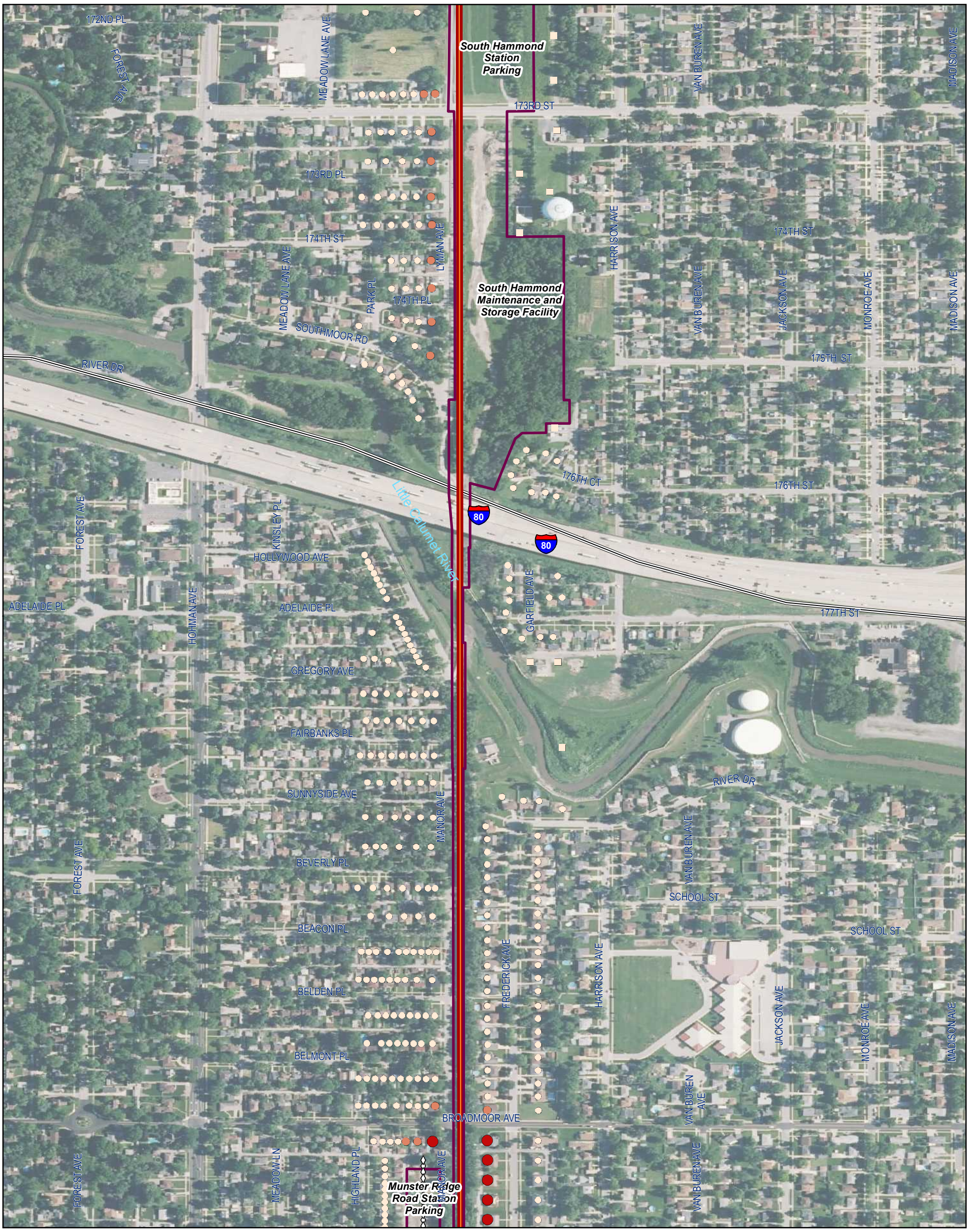




Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

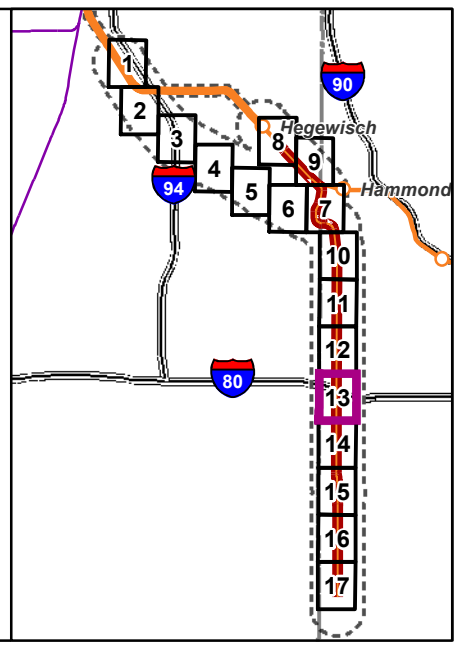
Uncategorized

- No Impact

0 500 Feet

N

Sheet 13



BEACON PL
BELDEN PL
BELMONT PL
SCHOOL ST
FOREST AVE
BROADMOOR AVE
HARRISON AVE
Munster Ridge Road Station Parking
MEADOW LN
HIGHLAND PL
VAN BUREN AVE
JACKSON AVE
MONROE AVE
MADISON AVE
30TH ST
30TH PL
RIDGE RD
SEBERGER DR
Munster Ridge Road Road Station
SOUTH ST
HOHMAN AVE
TERRACE DR
MANOR AVE
SUNSET LN
BRIAR LN
LAWNDALE DR
MORAINE AVE
SYCAMORE LN
GARFIELD AVE
MAPLE LN
EVERGREEN LN
HICKORY LN
TIMRICK DR
OLD STONE RD
CEDAR CT
JANEWAY CT
FISHER PL
JACKSON CT

Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

Uncategorized

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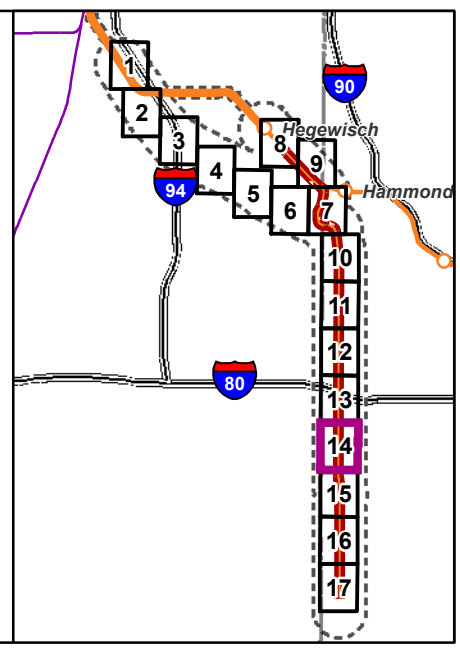

Sheet 14

Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

Uncategorized

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0 500 Feet

N

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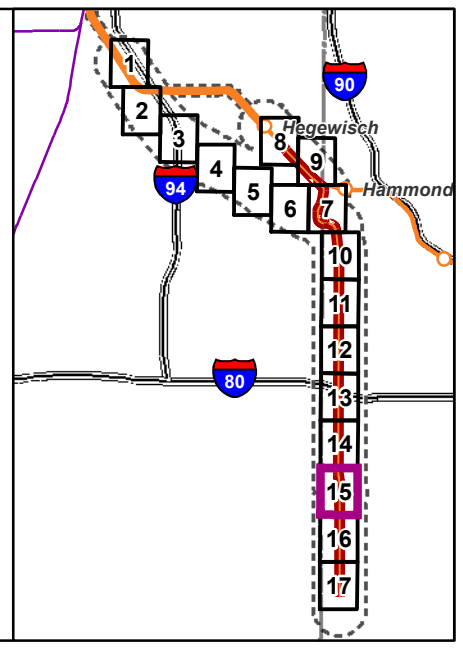

45TH ST
MARGO LN
CSX
KENNEDY CT
SUPERIOR AVE
GLASTONBURY ST
BANBURY PL
MILFORD HAVEN WAY
LEICESTER RD
WHITEHALL GARDEN
ST IVES CT
NEW DEVON ST
SALISBURY DR
UNKNOWN
MARGO LN
INDIANA PKY
PROGRESS AVE
OTIS BOWEN DR
SINGLETON
HAROLD P HAGBURG DR
COLUMBIA AVE
Munster/Dyer Main Street Station Parking (East)

Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

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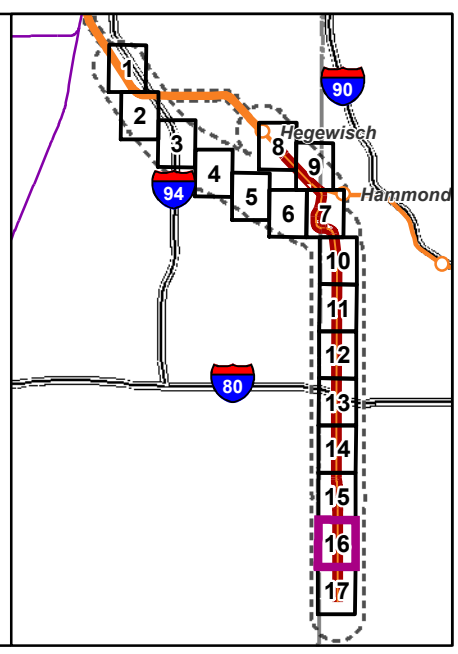

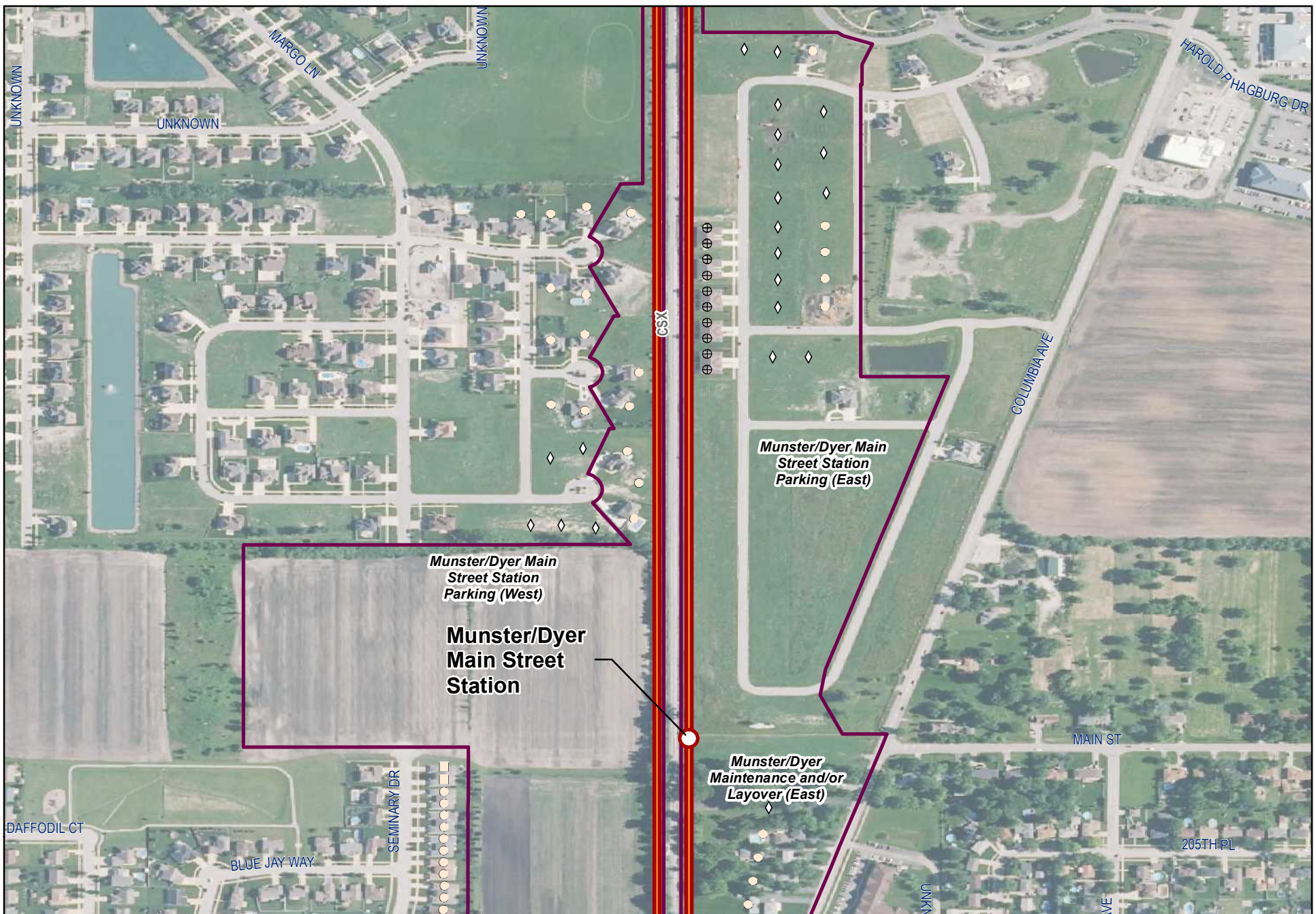

Noise Impacts: Commuter Rail Alternative

- Existing Station
- South Shore Line
- Commuter Rail Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
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- Moderate Impact or Moderate to Severe Impact
- Severe Impact

Uncategorized

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0 500 Feet

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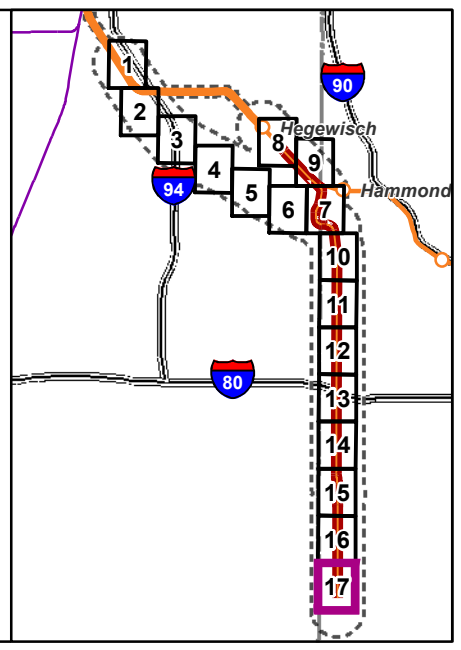

Noise Impacts: IHB Alternative

- Existing Station
- South Shore Line
- IHB Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study Area

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

Uncategorized

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0 500 Feet

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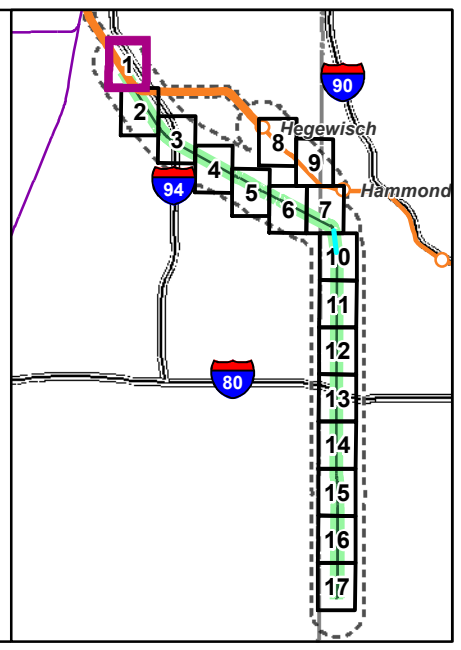

DOTY AVE
130th St
E 130TH PL
E 130TH ST
E 130TH PL
E 130TH PL
S GREENWOOD AVE
E 131ST ST
E 131ST ST ELLIS AV
BEAUBIEN BOAT C
E 131ST ST
S DOTY AVE
INDIANA HARBOR BELT
94
E 132ND ST
E 132ND ST
E 132ND ST
E 132ND PL
SB
ELLIS AV
E 133RD ST
E 134TH ST
S GREENWOOD AVE
DOBSON AV
BEAUBIEN BOAT C
BEAUBIEN BOAT C
ELLIS AV
E 134TH PL
BEAUBIEN BOAT C
Little Calumet River
138TH ST

Noise Impacts: IHB Alternative

- Existing Station
- South Shore Line
- IHB Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study Area

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

Uncategorized

- No Impact

0 500 Feet

N

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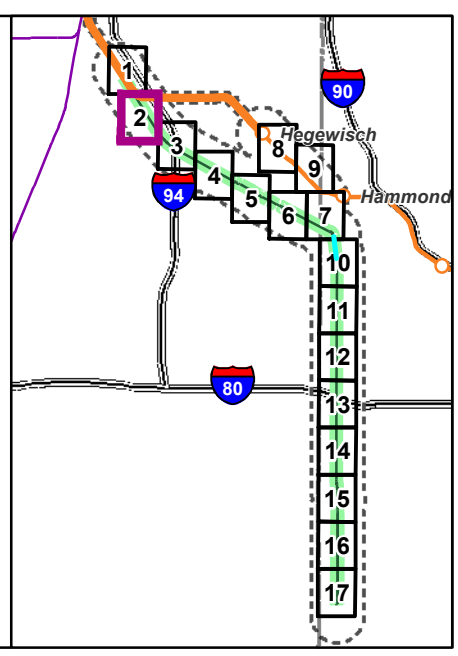


Noise Impacts: IHB Alternative

- Existing Station
- South Shore Line
- IHB Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study Area

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

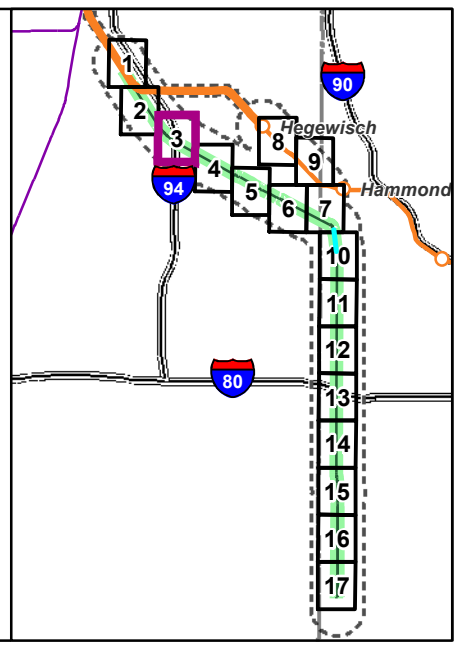
Uncategorized

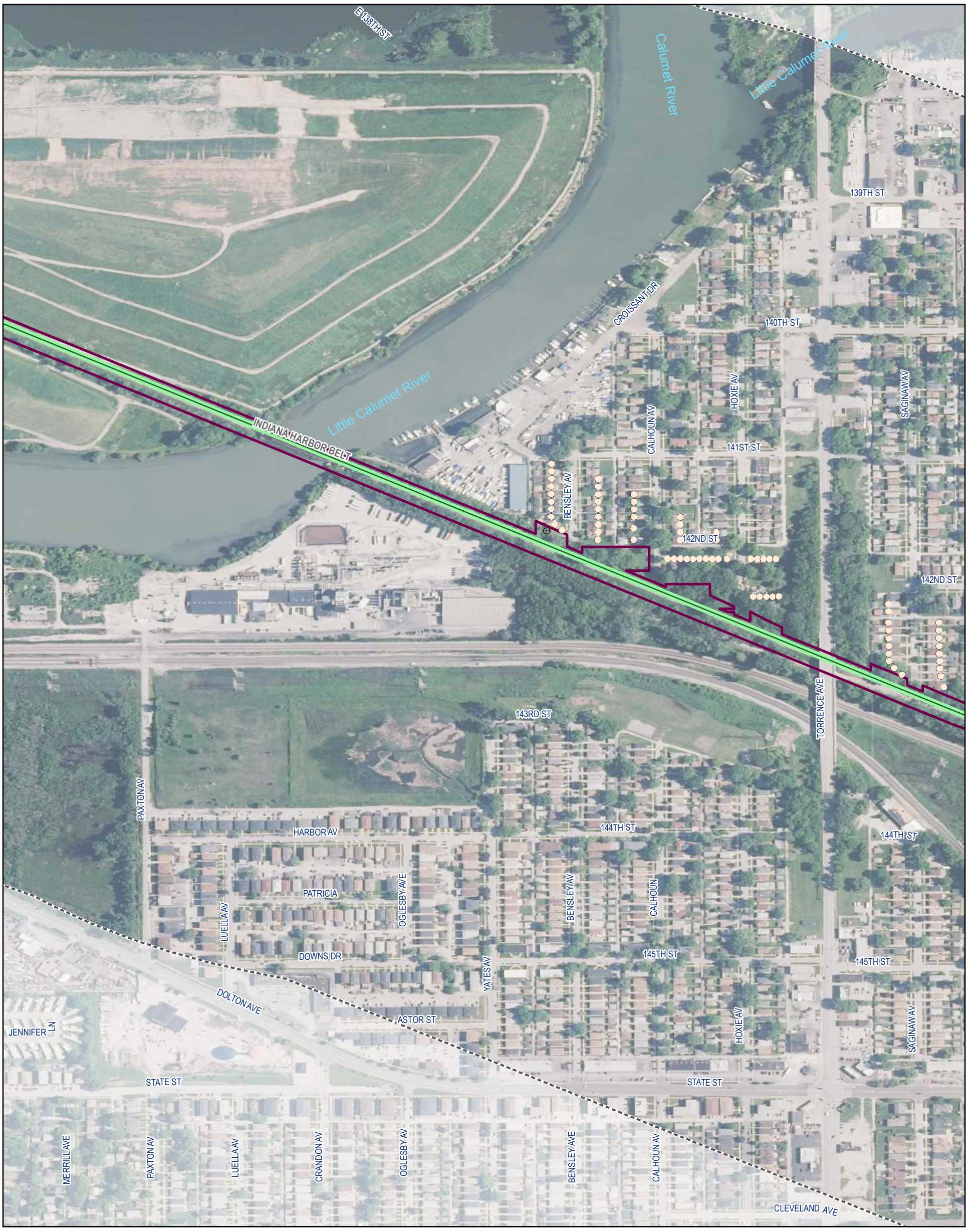
- No Impact

0 500 Feet

N

Sheet 3





Noise Impacts: IHB Alternative

- Existing Station
- South Shore Line
- IHB Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study Area

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

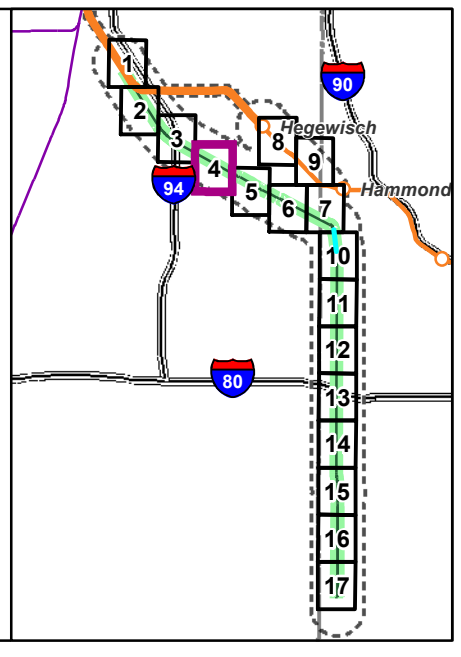
Uncategorized

- No Impact

0 500 Feet

N

Sheet 4



Noise Impacts: IHB Alternative

- Existing Station
- South Shore Line
- IHB Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study Area

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

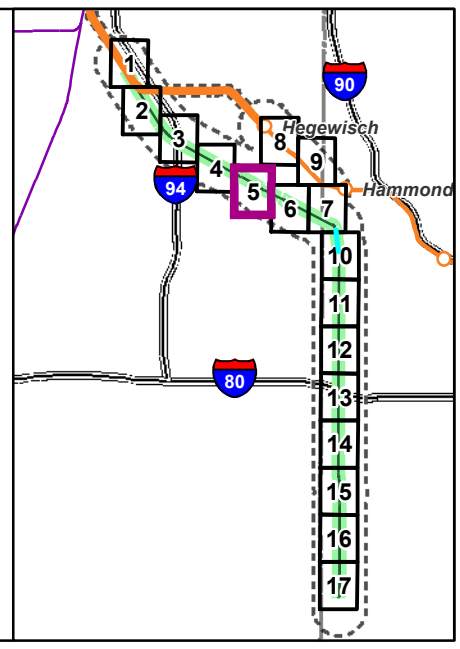
Uncategorized

- No Impact

0 500 Feet

N

Sheet 5



Grand Calumet River

GREENBAY AV

NORFOLK SOUTHERN

INDIANA HARBOR BELT

PLUMMER AV

STEWART AV

SB BURNHAM TO STATE

BURNHAM AVE

STATE TO NB BURNHAM

NB BURNHAM TO STATE

STATE ST

GREENBAY AV

HARDING AV

HARDING AV

FREEDLAND AV

GARFIELD AV

SIBLEY BLVD

BUFFALO AV

MACKINAW AVE

HIRSCH AV

PRICE AV

WILSON AV

GORDON AV

FREELAND AVE

HARRISON ST

LINCOLN AV

WENTWORTH AVE

GREENBAY AV

152 ST

MEMORIAL DR

FREEDLAND AV

EUCLID ST

153 ST

Noise Impacts: IHB Alternative

- Existing Station
- South Shore Line
- IHB Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Project Footprint
- Study Area

Land Use Category 2

- Potential Displacement
- No Impact
- Moderate Impact; Moderate to Severe Impact
- Severe Impact

Land Use Category 3

- Potential Displacement
- No Impact
- Moderate Impact or Moderate to Severe Impact
- Severe Impact

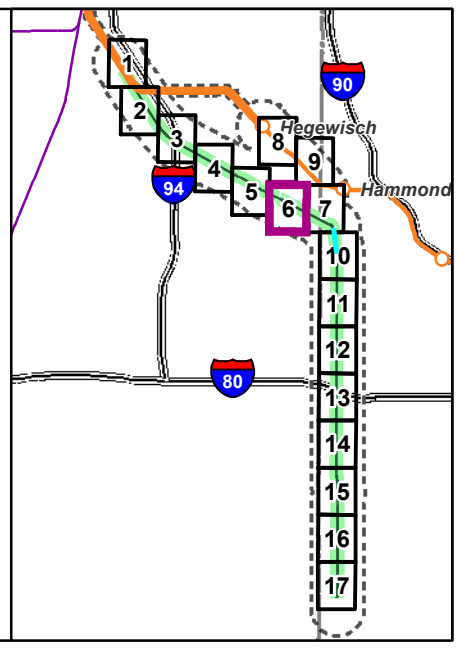
Uncategorized

- No Impact

0 500 Feet

N

Sheet 6



Noise Impacts: IHB Alternative

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Land Use Category 2

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Land Use Category 3

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- Moderate Impact or Moderate to Severe Impact
- Severe Impact

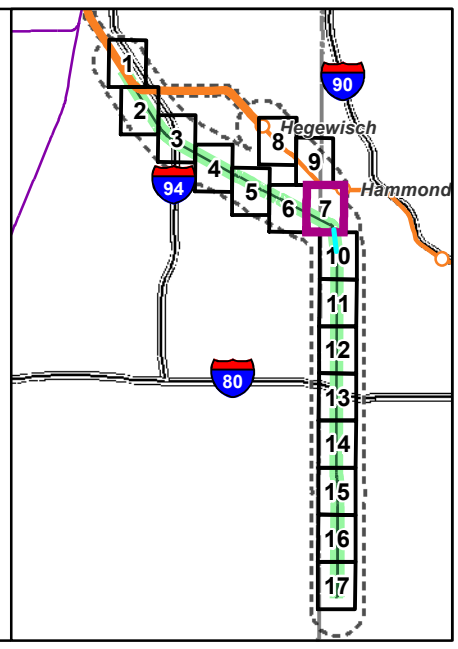
Uncategorized

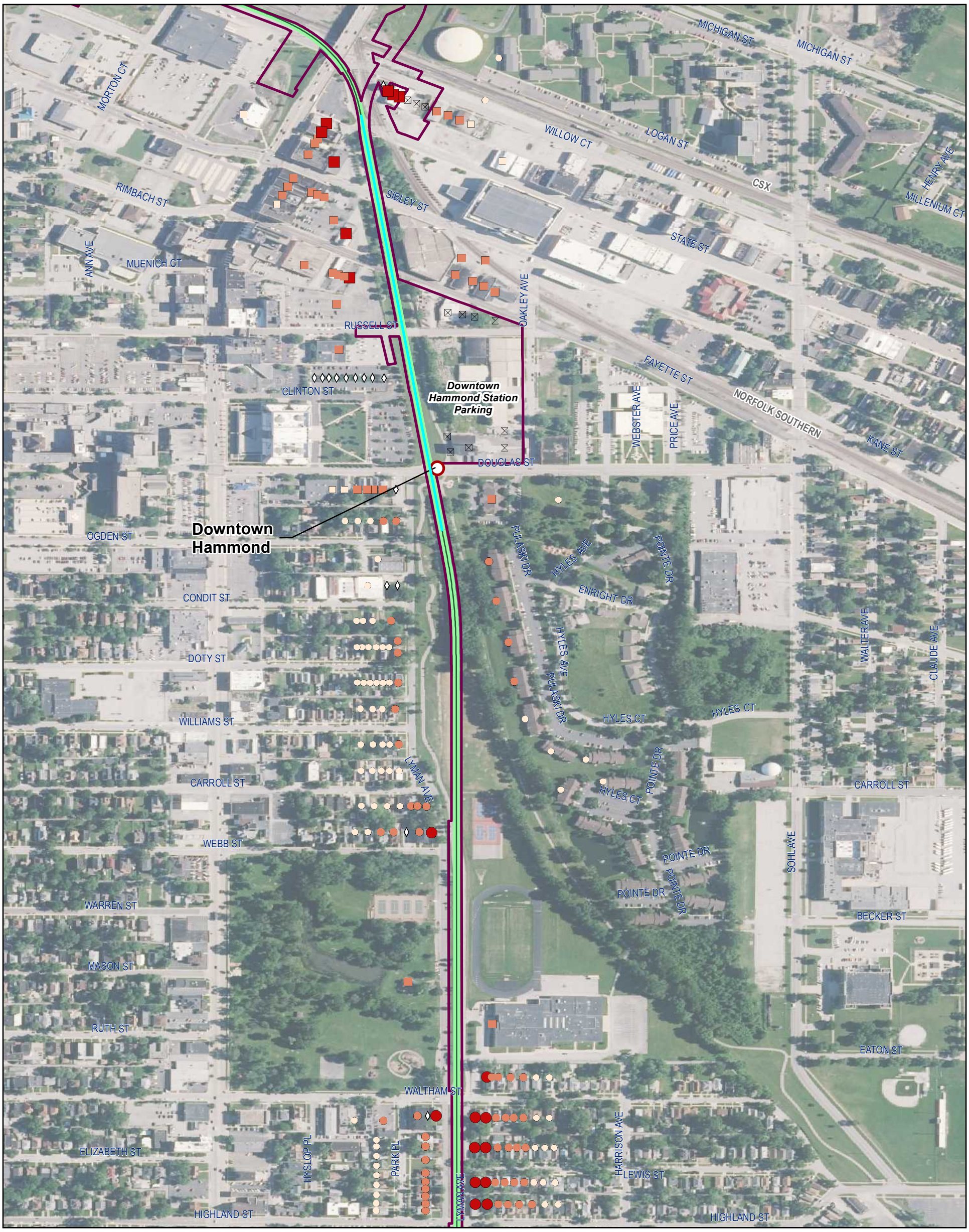
- No Impact

0 500 Feet

N

Sheet 7





Noise Impacts: IHB Alternative

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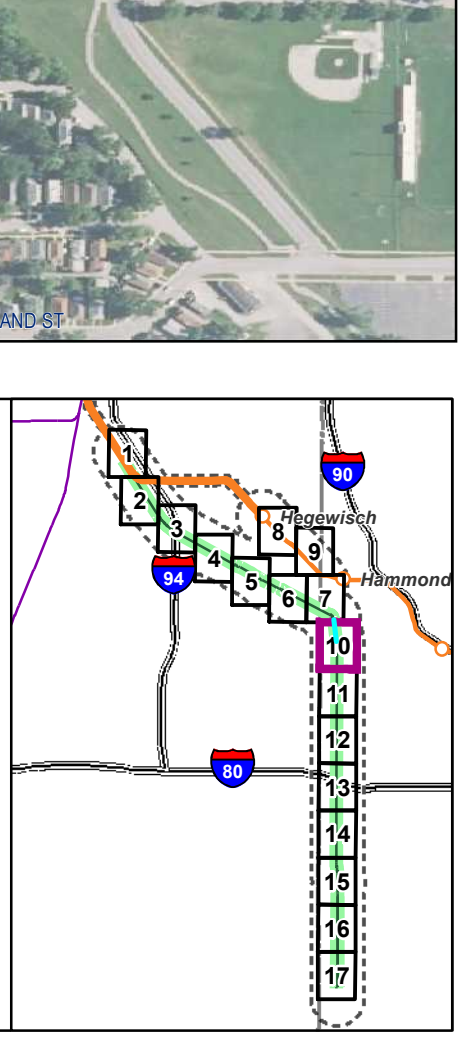
Uncategorized

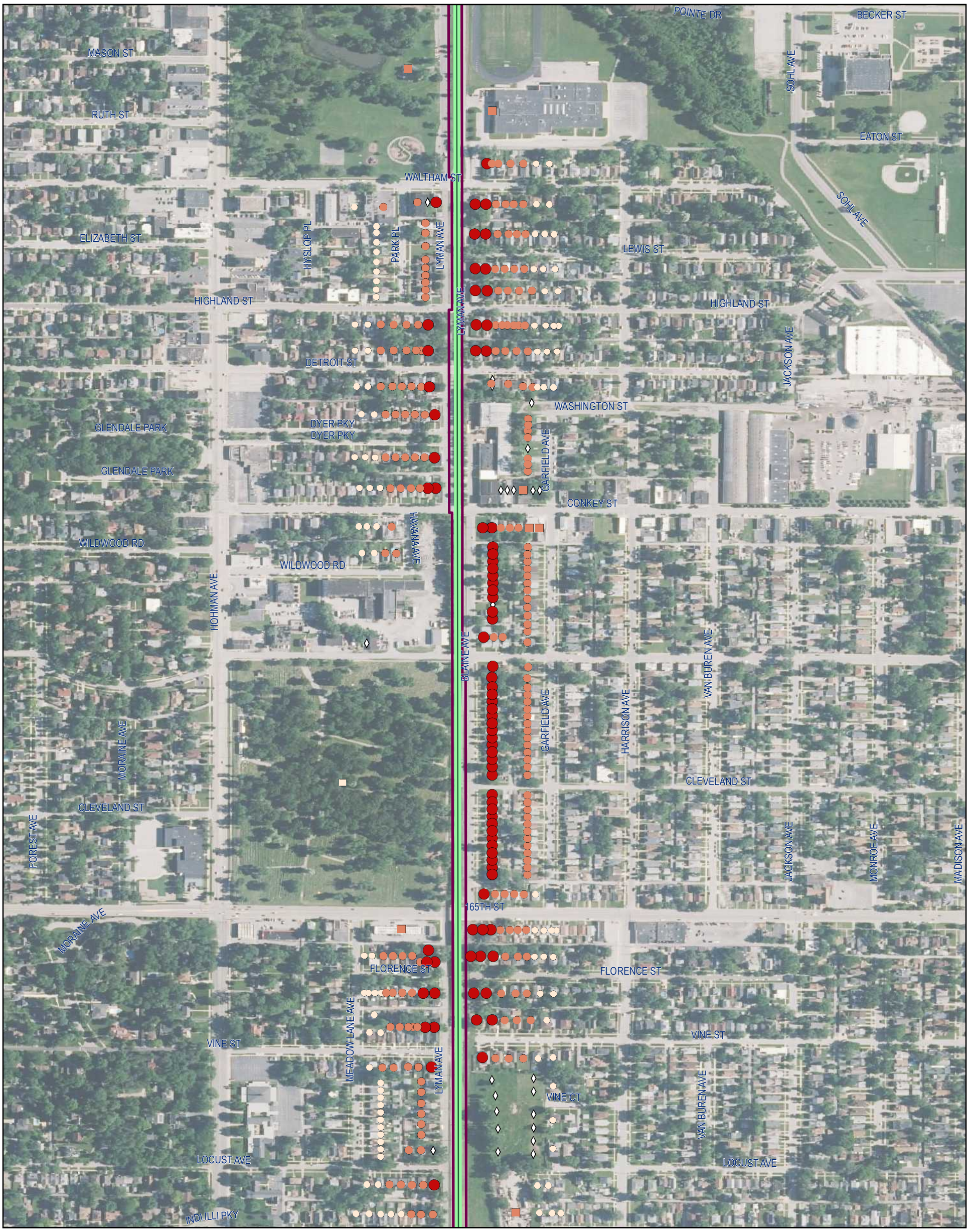
- No Impact

0 500 Feet

N

Sheet 10





Noise Impacts: IHB Alternative

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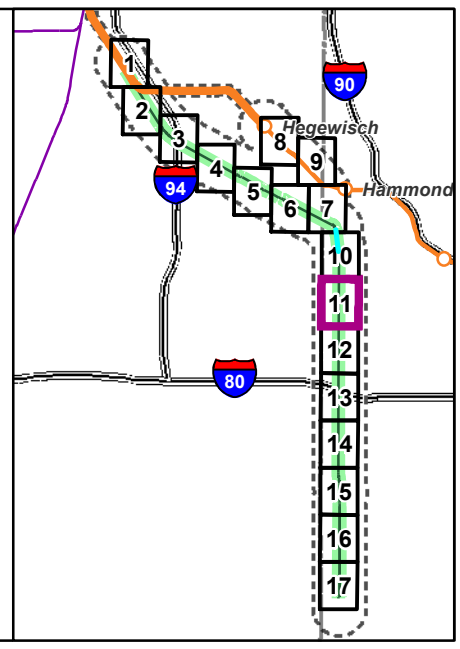
0 500 Feet



Sheet 11

FLORENCE ST
VINE ST
LOCUST AVE
INDI ILLI PKY
HUMPFER ST
OAKWOOD ST
FERNWOOD ST
MIDWAY CT
169TH ST
LAWNDALE ST
ROSELAWN ST
BEN LEVIN DR
COOLIDGE ST
172ND ST
172ND PL
173RD PL
174TH ST
174TH PL
MULBERRY ST
SPRUCE ST
CHERRY ST
170TH ST
171ST ST
VINE CT
FOREST AVE
MEADOW LANE AVE
HOHMAN AVE
LYMAN AVE
VAN BUREN AVE
HARRISON AVE
MONROE AVE
MADISON AVE
ROSEWOOD AVE
PARK PL
Little Calumet River
South Hammond
South Hammond Station Parking
South Hammond Maintenance and Storage Facility

Noise Impacts: IHB Alternative

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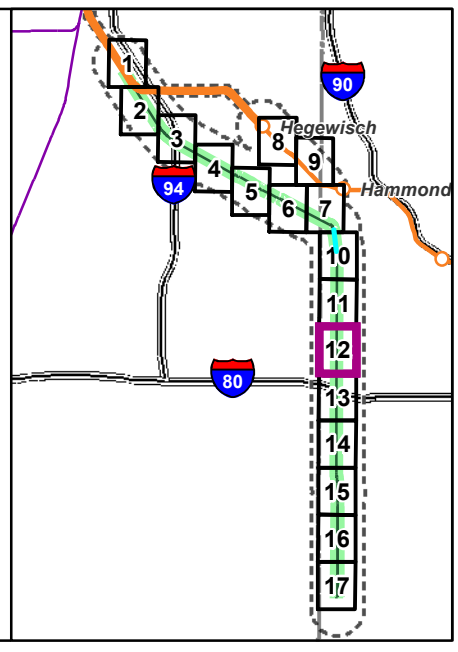
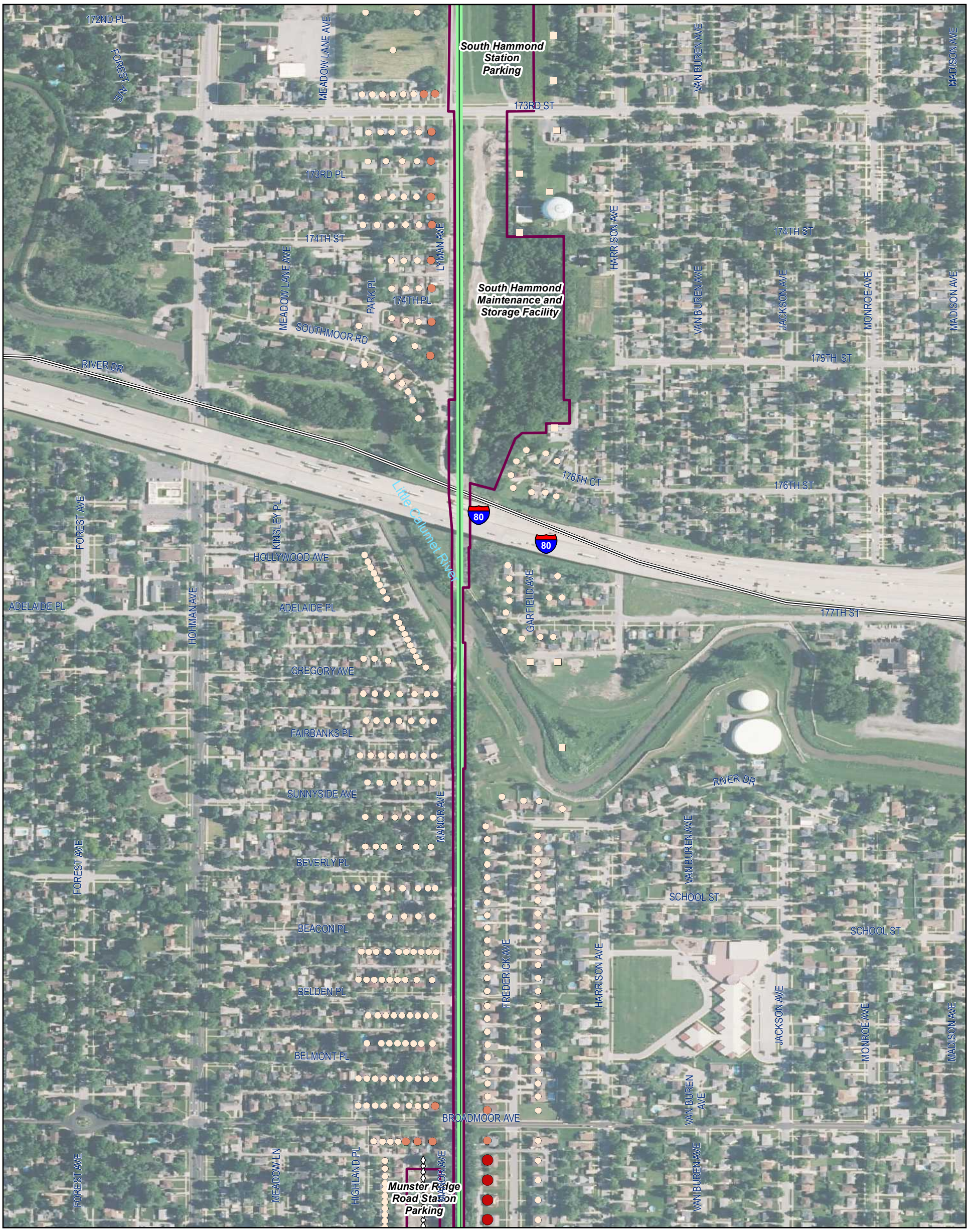
0 500 Feet

N

Sheet 12





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Uncategorized

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0 500 Feet

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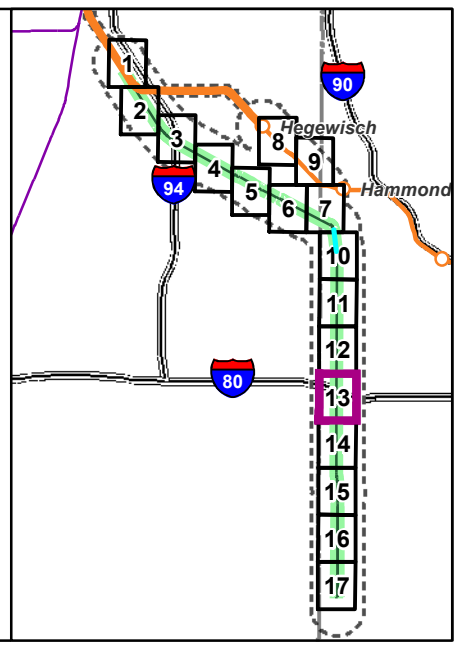
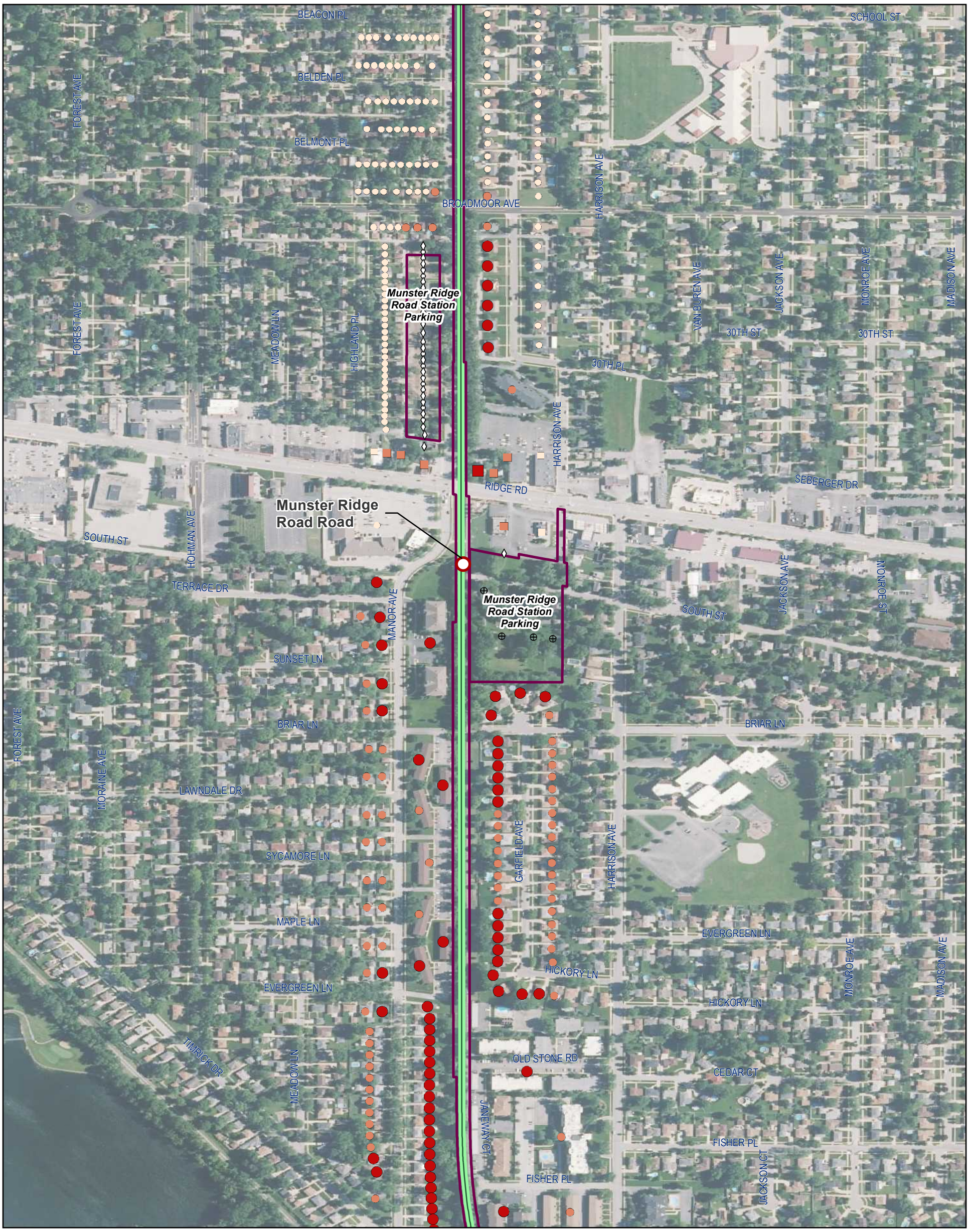
Sheet 13





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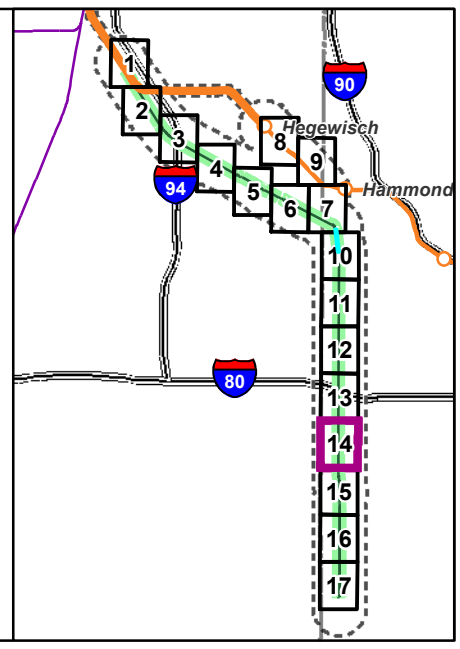
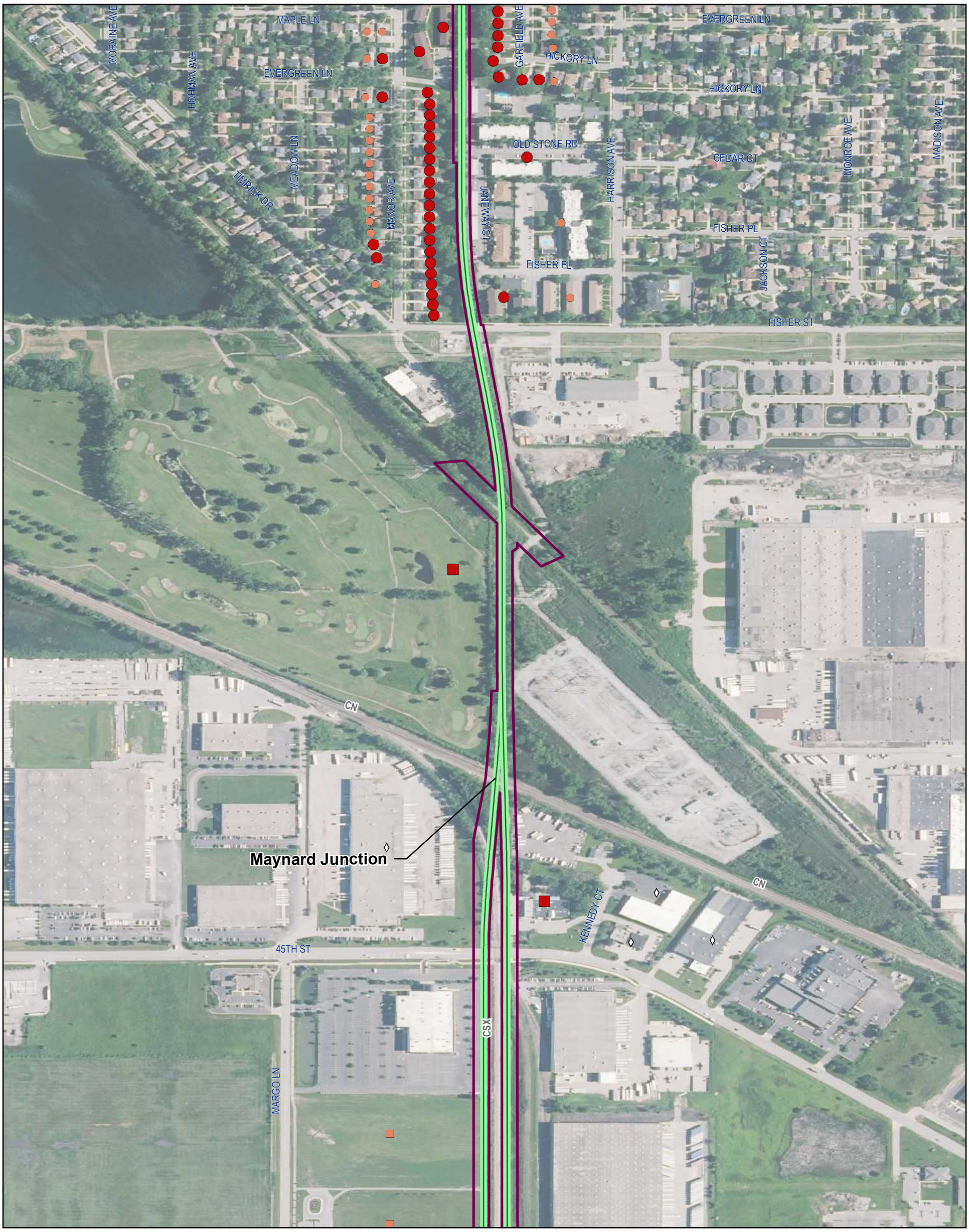


Sheet 14



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Uncategorized

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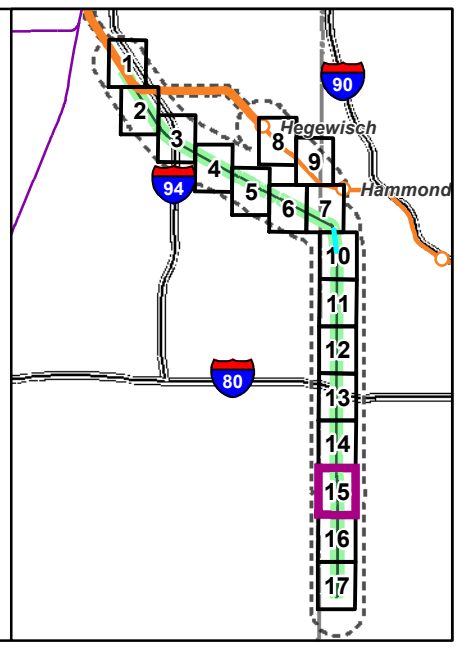
0 500 Feet

N

Sheet 15



45TH ST
MARGO LN
CSX
KENNEDY CT
SUPERIOR AVE
GLASTONBURY ST
BANBURY PL
MILFORD HAVEN WAY
LEICESTER RD
WHITEHALL GARDEN
ST IVES CT
SALISBURY DR
NEW DEVON ST
UNKNOWN
MARGO LN
INDIANA PKY
PROGRESS AVE
OTIS BOWEN DR
SINGLETON
HAROLD P HAGBURG DR
COLUMBIA AVE

Noise Impacts: IHB Alternative

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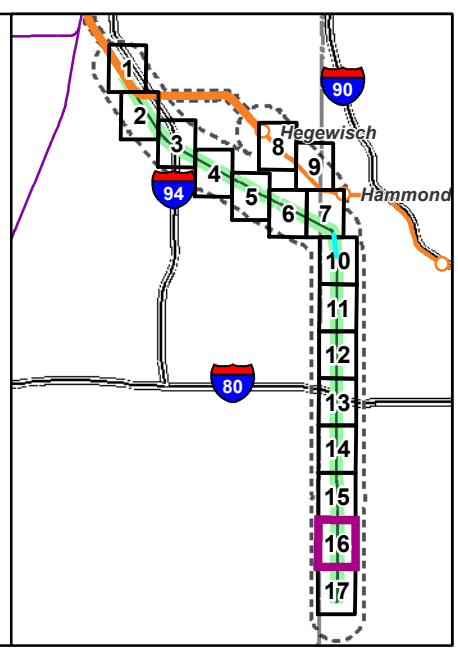
Uncategorized

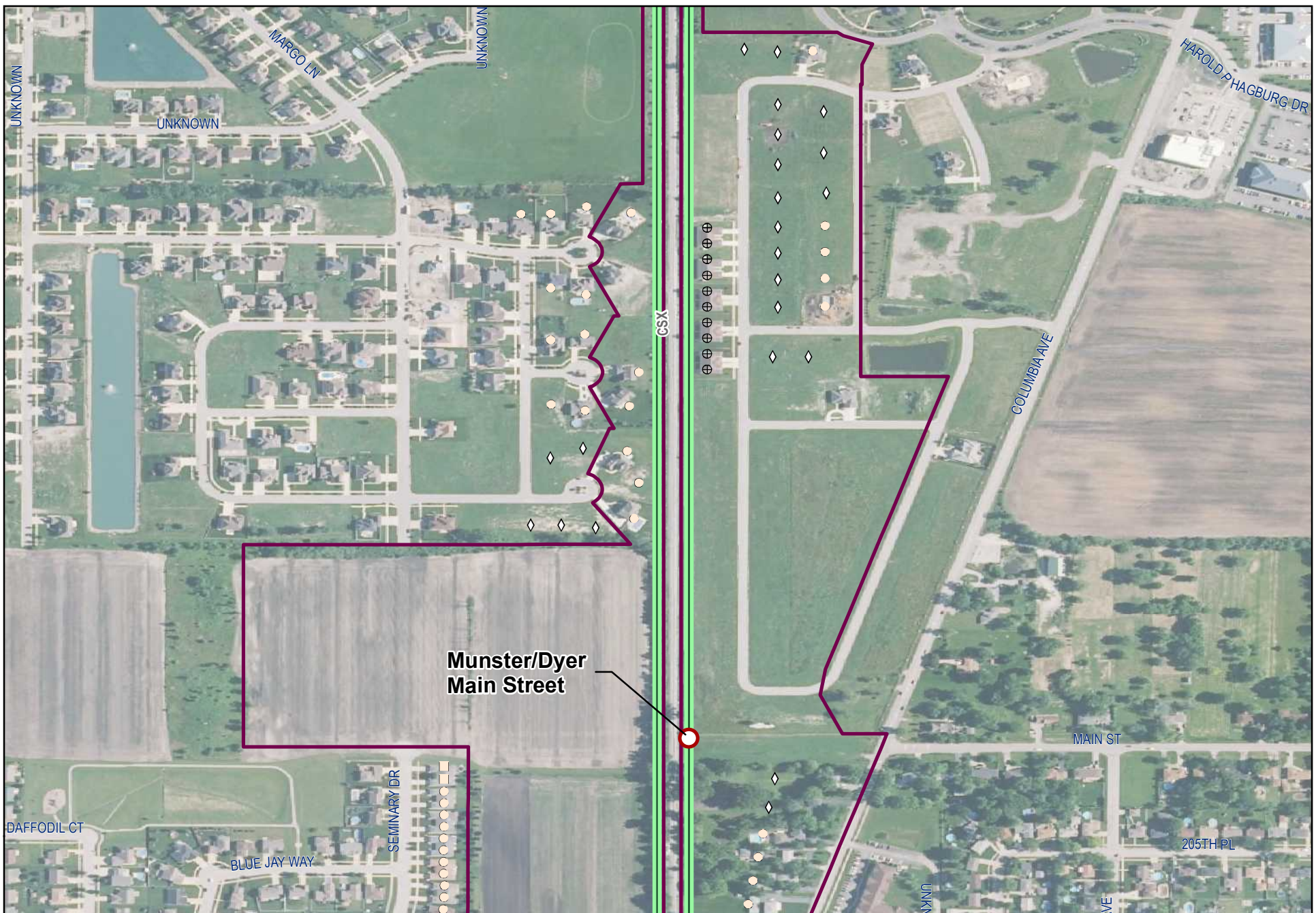
- No Impact

0 500 Feet

N

Sheet 16





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Uncategorized

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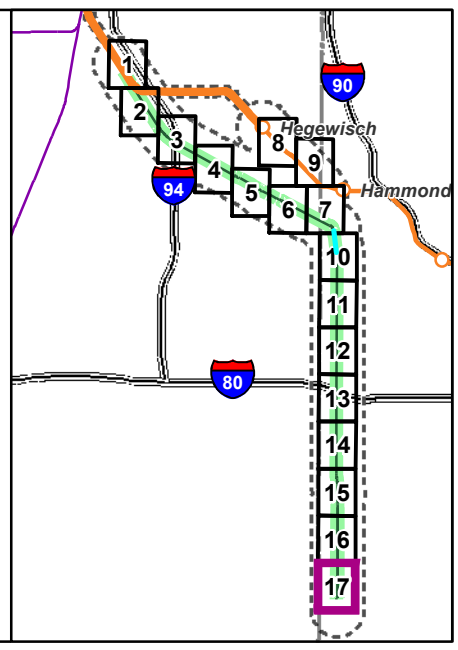
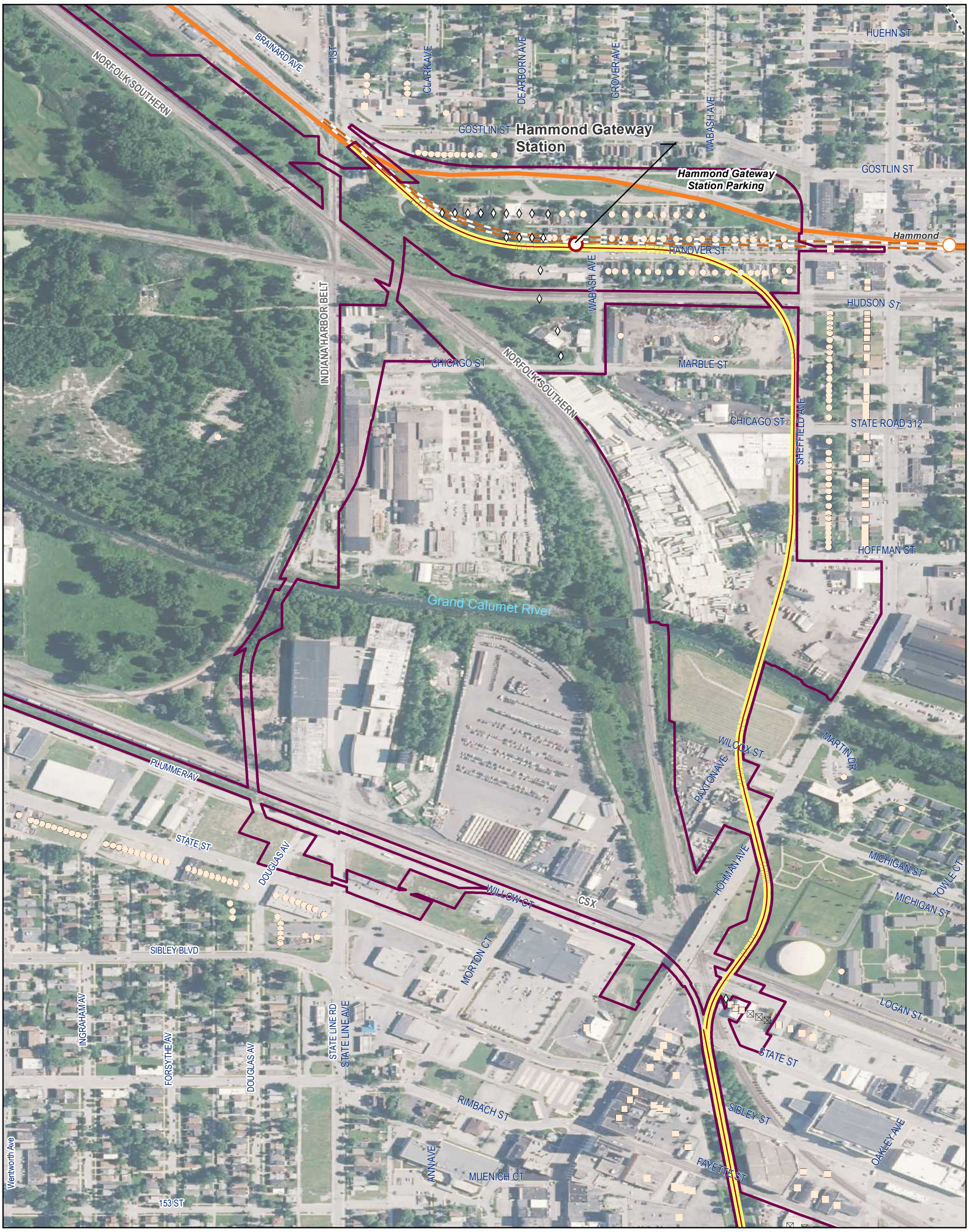
0 500 Feet

N

Sheet 17





Noise Impacts: Hammond Alternative

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Uncategorized

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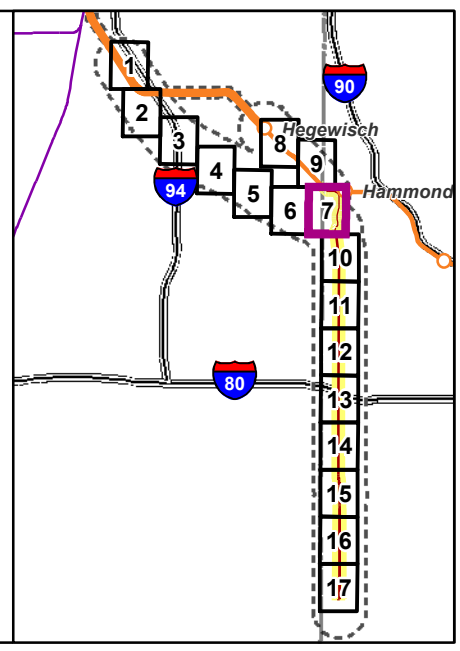
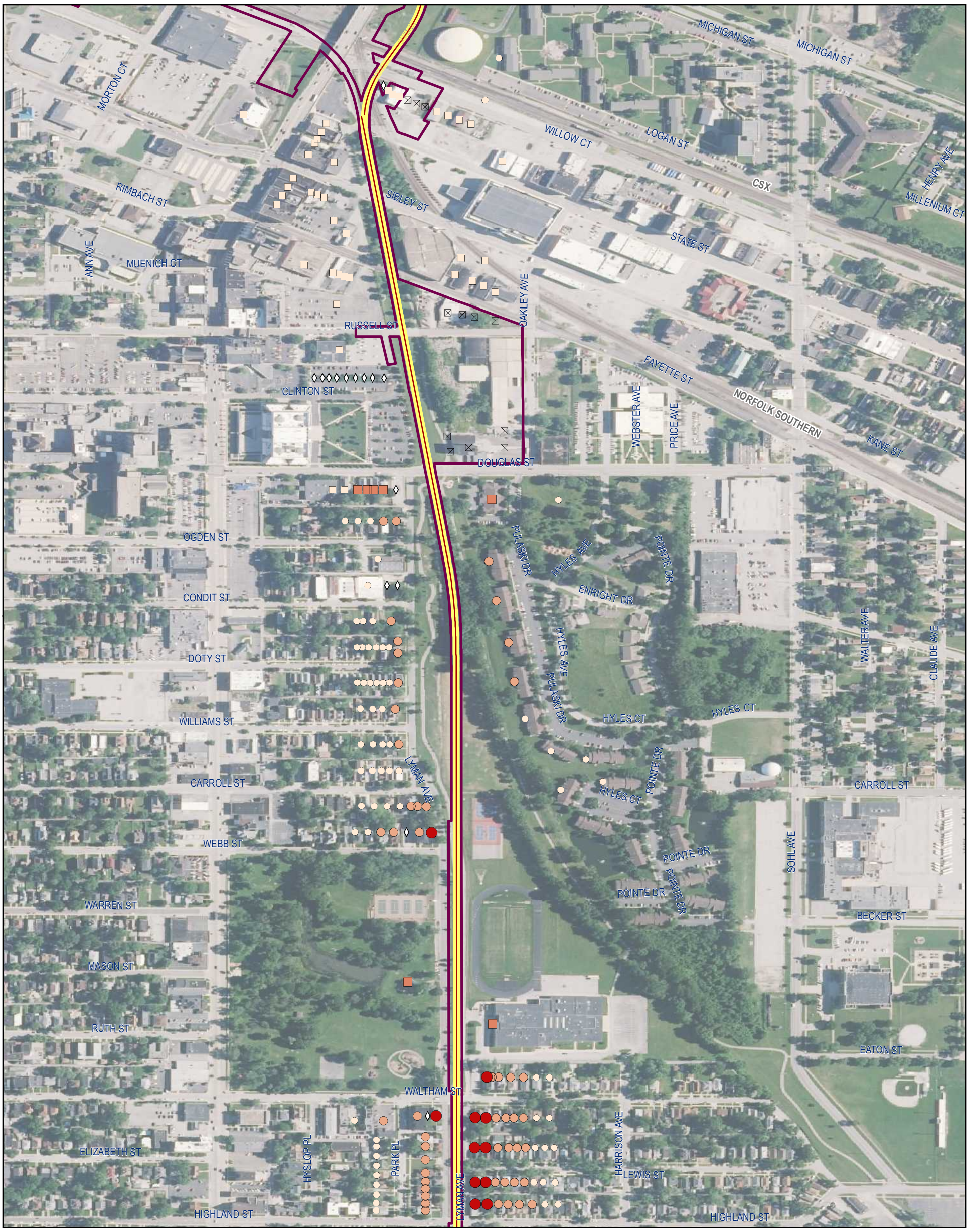
0 500 Feet

N

Sheet 7





Noise Impacts: Hammond Alternative

- Existing Station
- South Shore Line
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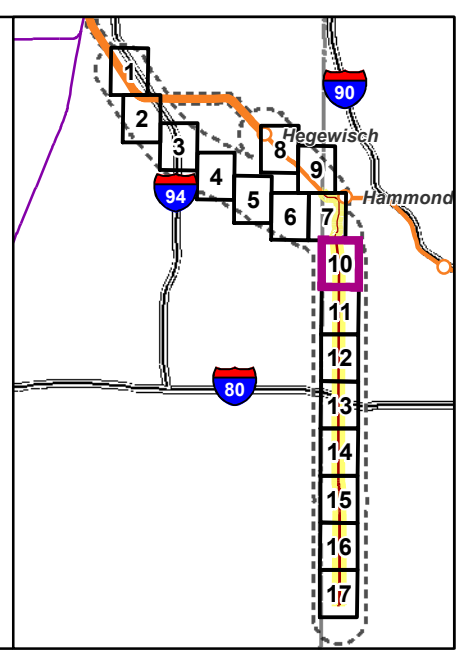
Uncategorized

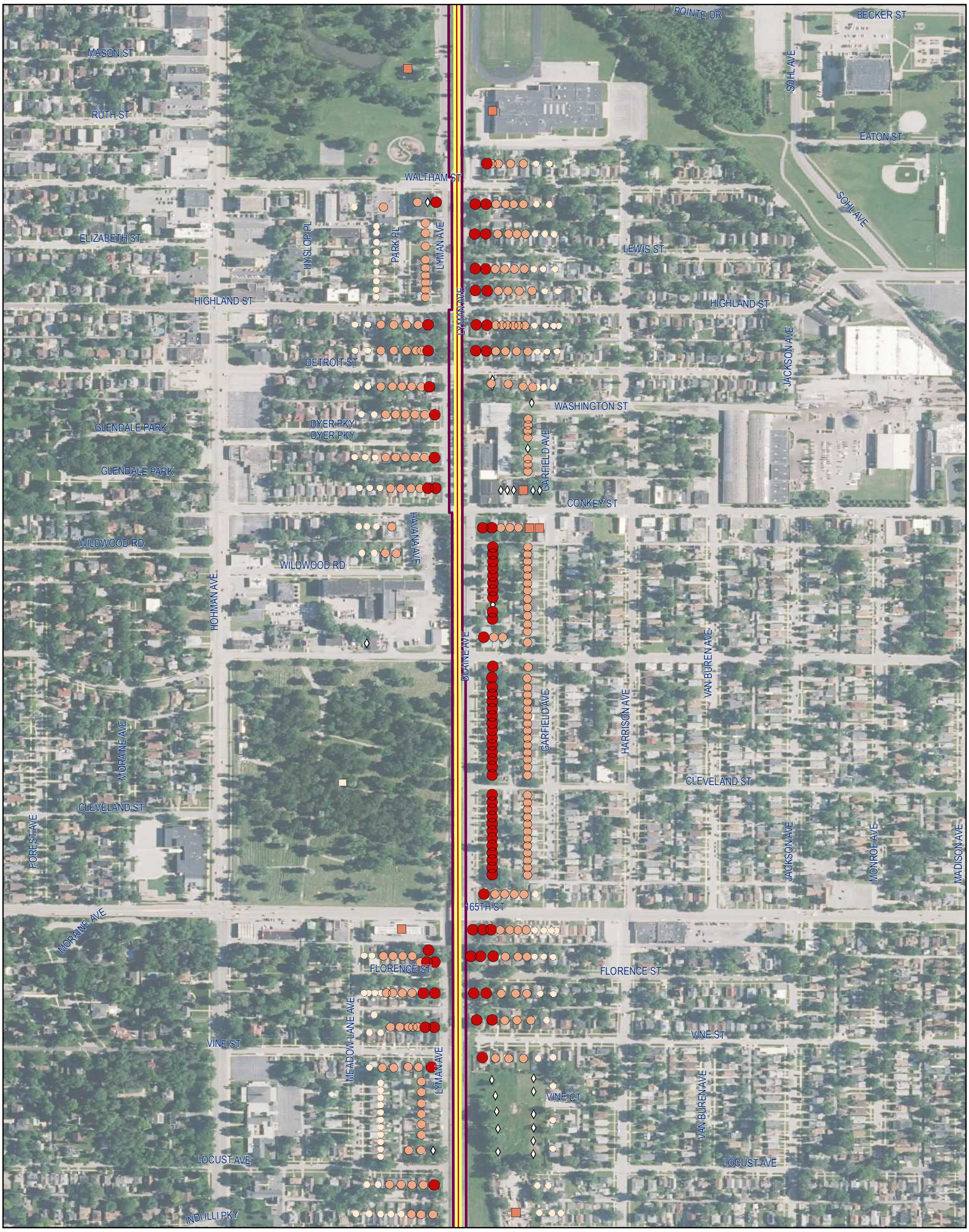
- No Impact

0 500 Feet

N

Sheet 10





Noise Impacts: Hammond Alternative

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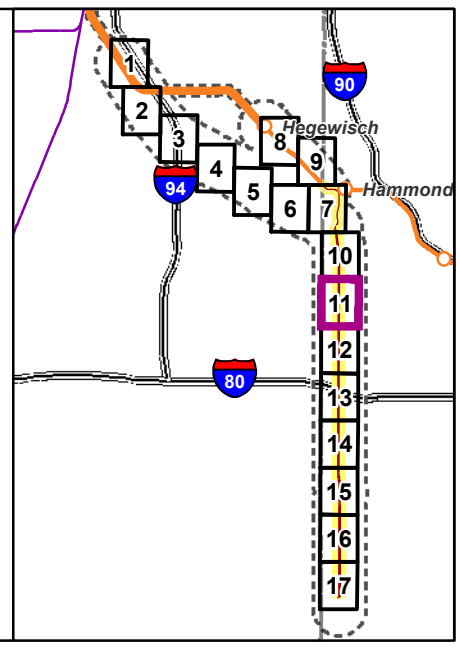
0 500 Feet



Sheet 11

Noise Impacts: Hammond Alternative

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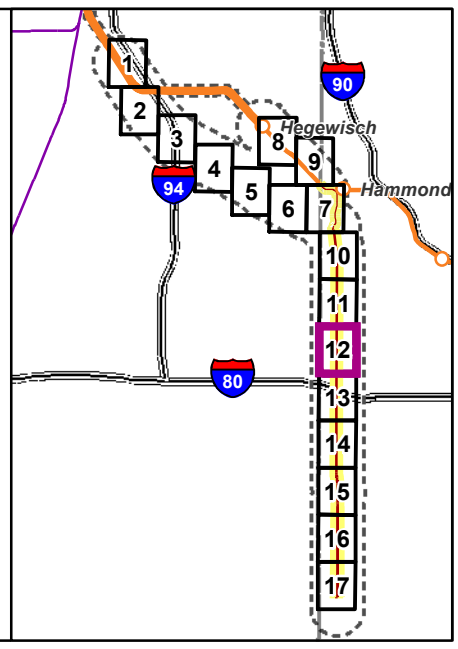
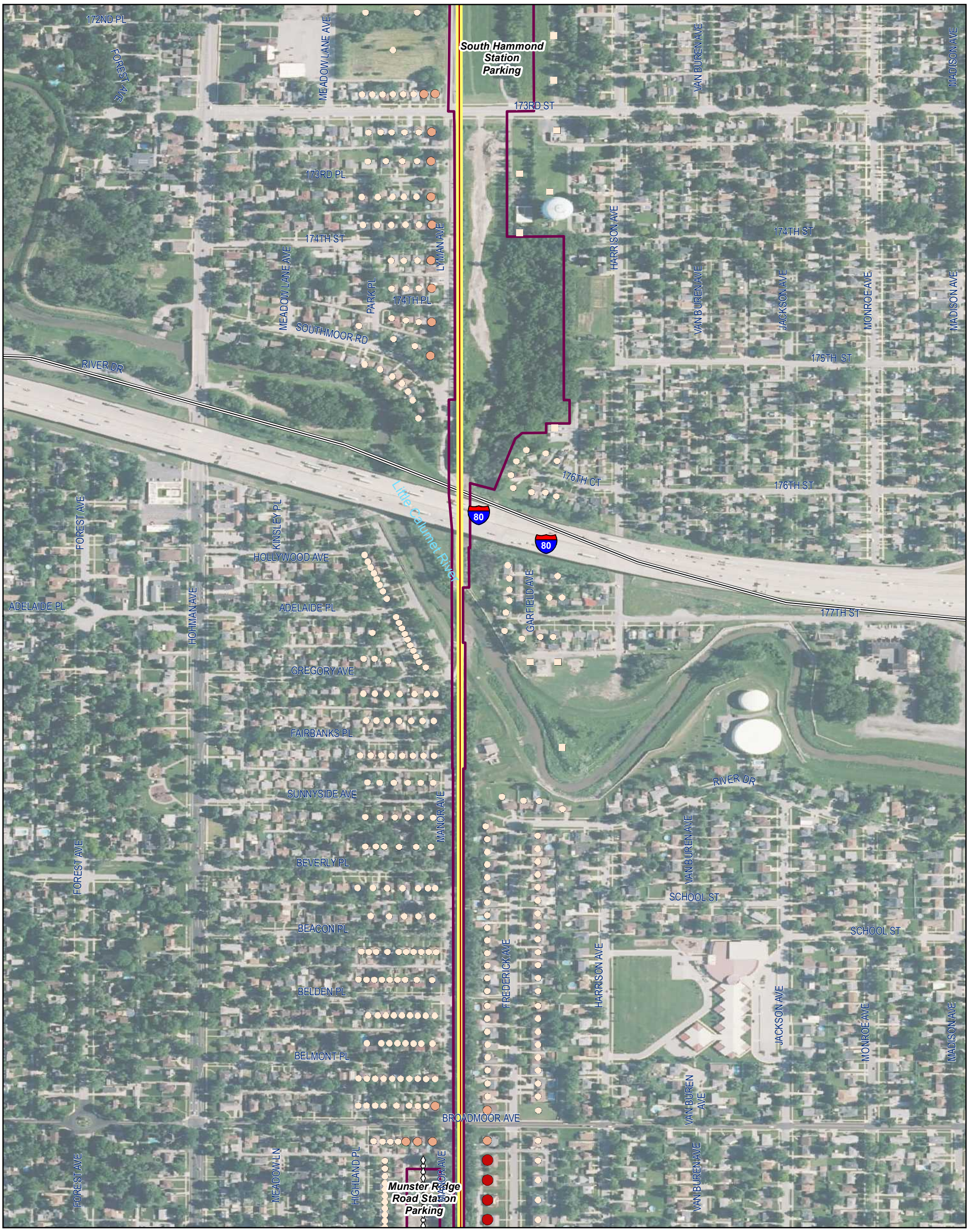
0 500 Feet

N

Sheet 12





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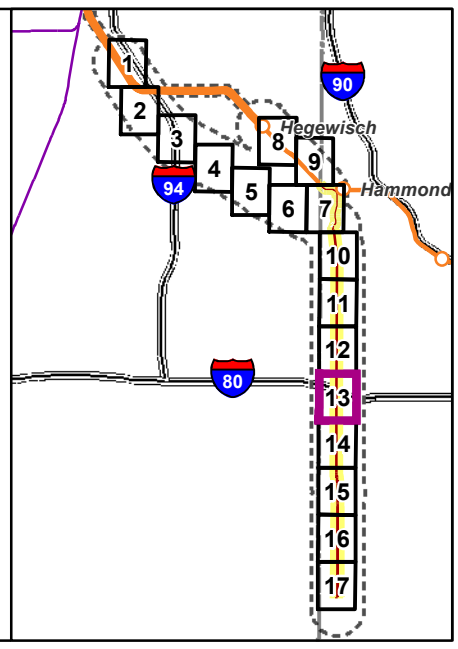
Sheet 13



BEACON PL
BELDEN PL
BELMONT PL
FOREST AVE
BROADMOOR AVE
HARRISON AVE
SCHOOL ST
Munster Ridge Road Station Parking
MEADOW LN
HIGHLAND PL
VAN BUREN AVE
JACKSON AVE
MONROE AVE
MADISON AVE
30TH ST
30TH PL
RIDGE RD
SEBERGER DR
Munster Ridge Road Road
SOUTH ST
HOHMAN AVE
TERRACE DR
MANOR AVE
SUNSET LN
BRIAR LN
MORAINE AVE
LAWNDALE DR
SYCAMORE LN
GARFIELD AVE
MAPLE LN
EVERGREEN LN
HICKORY LN
TIMRICK DR
OLD STONE RD
CEDAR CT
JANEWAY CT
FISHER PL
JACKSON CT

Noise Impacts: Hammond Alternative

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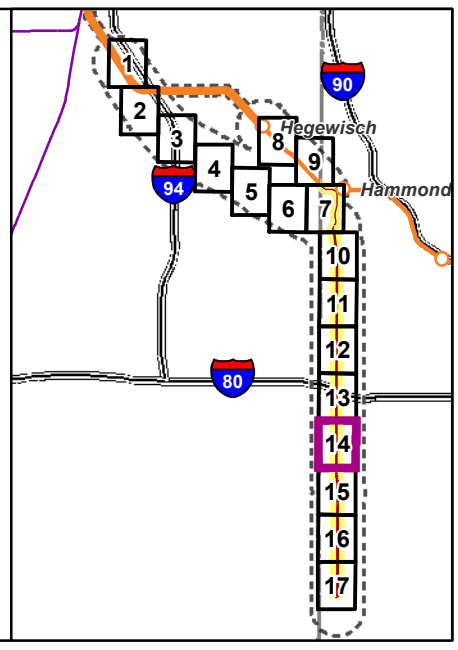
0 500 Feet

N

Sheet 14



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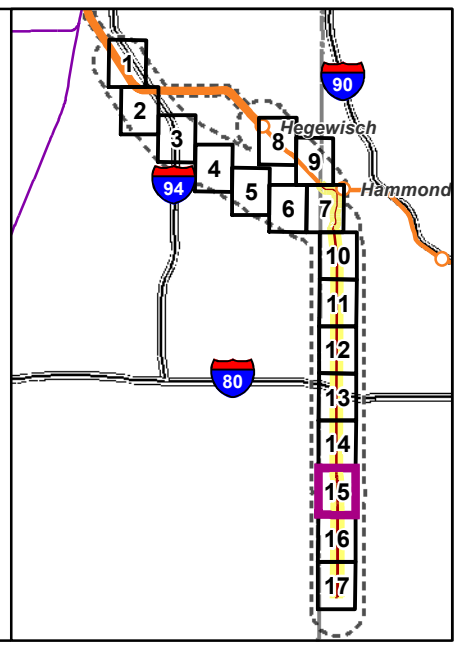
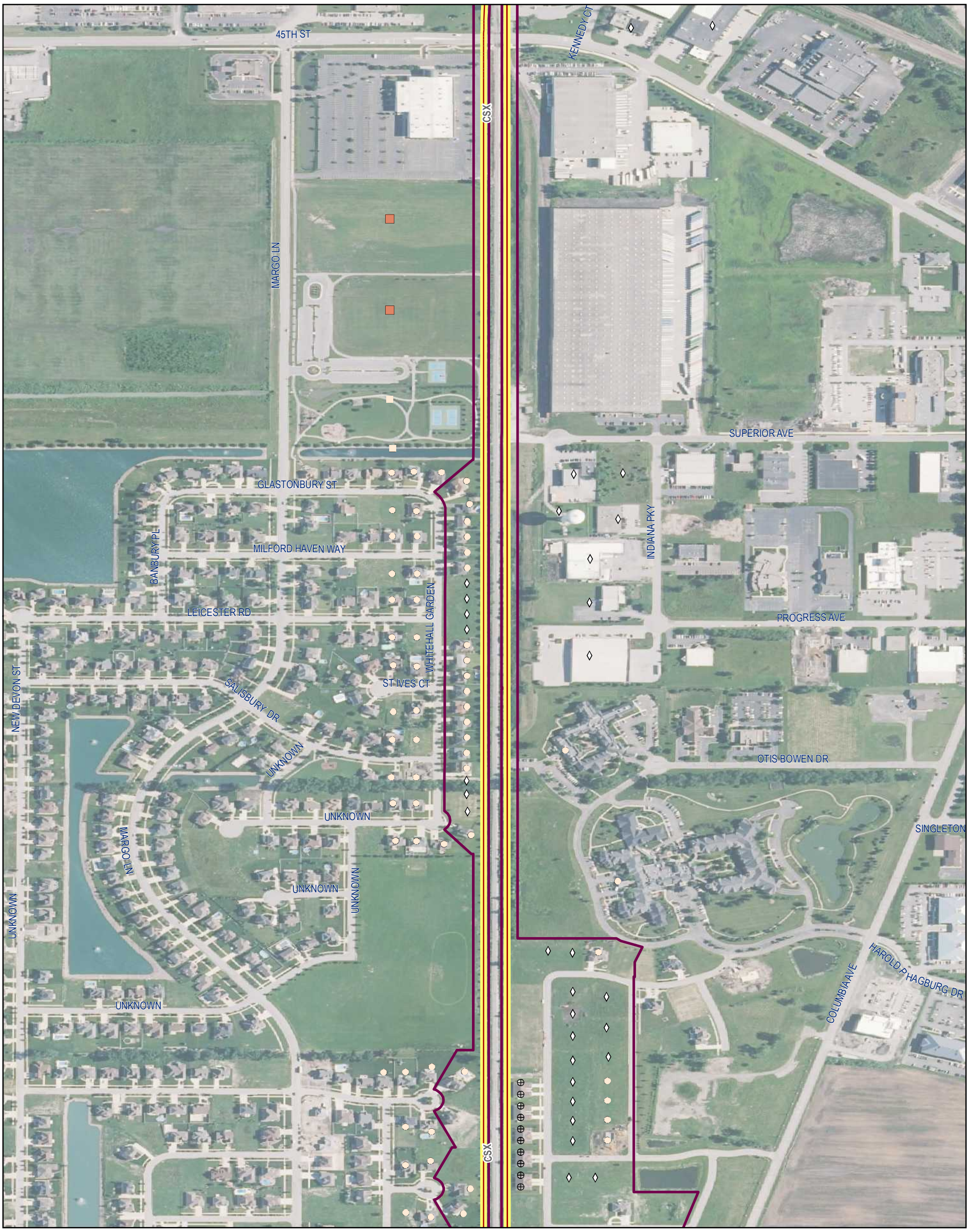
Sheet 15





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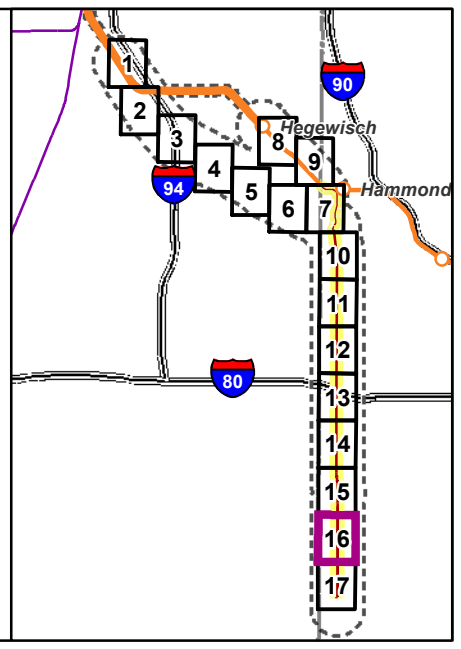
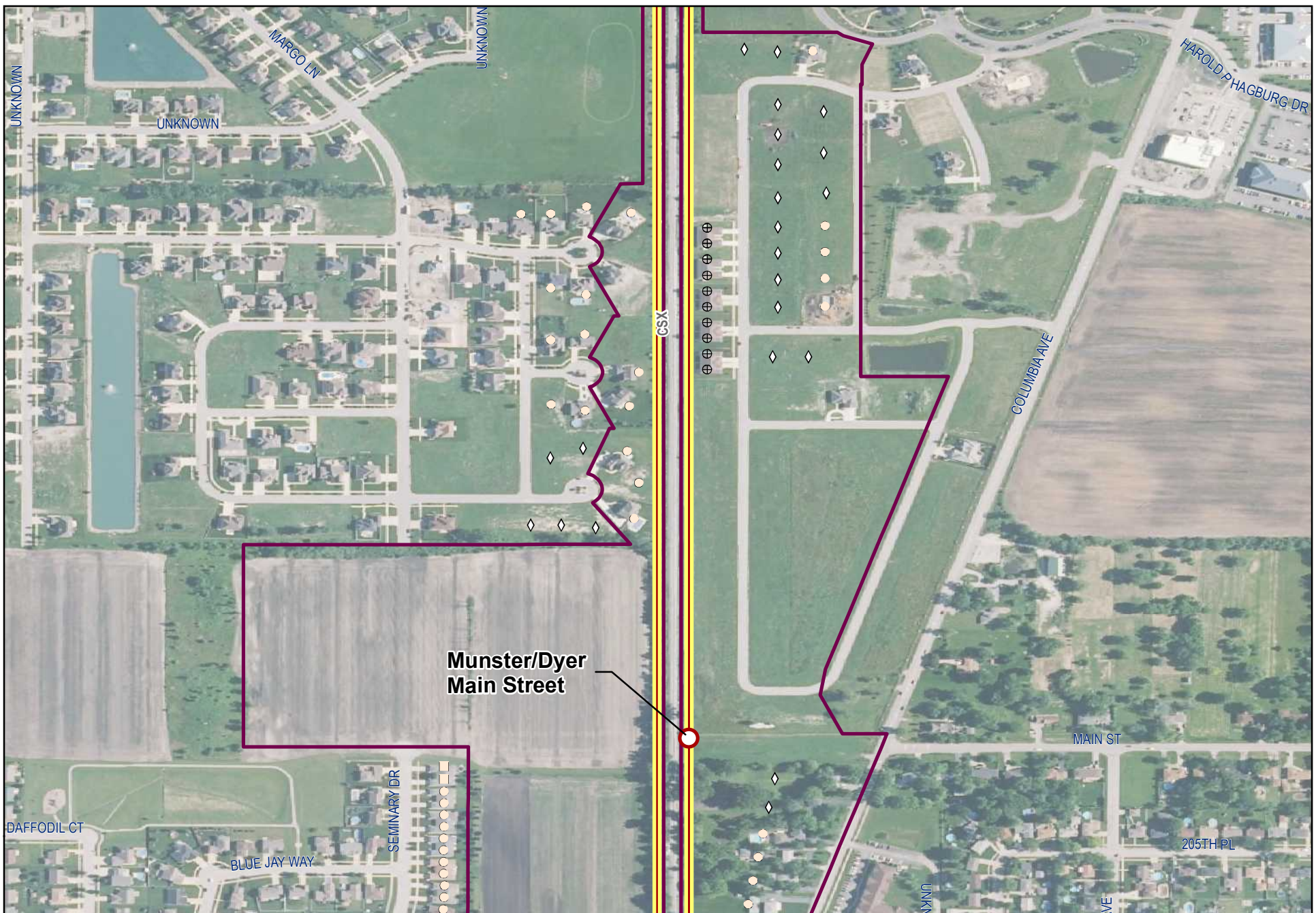
Sheet 16





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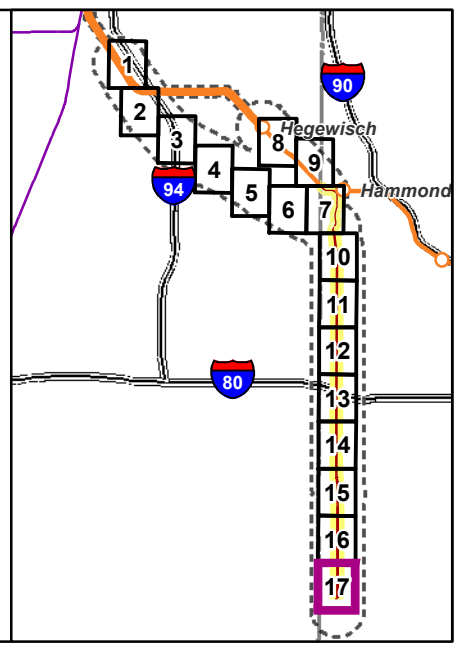

Sheet 17

APPENDIX B
Proposed Future Rail Operations Data

1. Commuter Rail Alternative - Weekday Schedule

Overnight Storage at **South Hammond**

INBOUND	*trainset*	*1*	*2*	*3*	*4*	*1*	*1*	*2*	*3*	*4*	*1*
		2	4	6	8	10	12	deadhead	deadhead	deadhead	deadhead
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	5:10 PM	*6:14 PM*	*6:37 PM*	*7:12 PM*	*8:10 PM*
Munster Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	5:14 PM				
South Hammond Yard	*25.0*							*6:23 PM*	*6:46 PM*	*7:21 PM*	*8:19 PM*
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	5:18 PM				
Downtown Hammond	22.3	5:47 AM	6:32 AM	7:12 AM	7:37 AM	8:22 AM	5:22 PM				
Hammond Gateway	21.1										
Hegewisch	19.5	5:57 AM	6:42 AM	7:22 AM	7:47 AM	8:32 AM	5:32 PM				
57th St (Hyde Park)	7.0	6:13 AM	6:58 AM	7:38 AM	8:03 AM	8:48 AM	5:48 PM				
Museum Campus	1.4	6:22 AM	7:07 AM	7:47 AM	8:12 AM	8:57 AM	5:57 PM				
Van Buren	0.8										
Millennium	0.0	6:25 AM	7:10 AM	7:50 AM	8:15 AM	9:00 AM	6:00 PM				
	mins	0:50	0:50	0:50	0:50	0:50	0:50				
	miles	28.7	28.7	28.7	28.7	28.7	28.7				

OUTBOUND	trainset	1	2	3	4	1	1	2	3	4	1
		deadhead	deadhead	deadhead	deadhead	1	3	5	7	9	11
Millennium	0.0					7:10 AM	4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM
Van Buren	0.8										
Museum Campus	1.4						4:18 PM	5:15 PM	5:38 PM	6:13 PM	7:08 PM
57th St (Hyde Park)	7.0					7:20 AM	4:27 PM				7:17 PM
Hegewisch	19.5					7:32 AM	4:41 PM	5:35 PM	5:58 PM	6:33 PM	7:31 PM
Hammond Gateway	21.1										
Downtown Hammond	22.3					7:43 AM	4:52 PM	5:46 PM	6:09 PM	6:44 PM	7:42 PM
South Hammond	24.5					7:47 AM	4:56 PM	5:50 PM	6:13 PM	6:48 PM	7:46 PM
South Hammond Yard	*25.0*	*5:11 AM*	*5:56 AM*	*6:36 AM*	*7:01 AM*						
Munster Ridge Rd.	26.1					7:50 AM	4:59 PM	5:53 PM	6:16 PM	6:51 PM	7:49 PM
Munster/Dyer	28.7	*5:20 AM*	*6:05 AM*	*6:45 AM*	*7:10 AM*	7:56 AM	5:05 PM	5:59 PM	6:22 PM	6:57 PM	7:55 PM
	mins					0:46	0:50	0:47	0:47	0:47	0:50
	miles					28.7	28.7	28.7	28.7	28.7	28.7

SOURCE: AECOM 2016

Figure B-1 Rail Operations Data Used for the Noise and Vibration Assessment

1. Commuter Rail Alternative - Weekday Schedule

Overnight Storage at **Munster/Dyer** (no deadheads)

INBOUND	trainset	*1*	*2*	*3*	*4*	*1*	*1*
		2	4	6	8	10	12
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	5:10 PM
Munster Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	5:14 PM
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	5:18 PM
Downtown Hammond	22.3	5:47 AM	6:32 AM	7:12 AM	7:37 AM	8:22 AM	5:22 PM
Hammond Gateway	21.1						
Hegewisch	19.5	5:57 AM	6:42 AM	7:22 AM	7:47 AM	8:32 AM	5:32 PM
57th St (Hyde Park)	7.0	6:13 AM	6:58 AM	7:38 AM	8:03 AM	8:48 AM	5:48 PM
Museum Campus	1.4	6:22 AM	7:07 AM	7:47 AM	8:12 AM	8:57 AM	5:57 PM
Van Buren	0.8						
Millennium	0.0	6:25 AM	7:10 AM	7:50 AM	8:15 AM	9:00 AM	6:00 PM
	mins	0:50	0:50	0:50	0:50	0:50	0:50
	miles	28.7	28.7	28.7	28.7	28.7	28.7

OUTBOUND	trainset	1	1	2	3	4	1
		1	3	5	7	9	11
Millennium	0.0	7:10 AM	4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM
Van Buren	0.8						
Museum Campus	1.4		4:18 PM	5:15 PM	5:38 PM	6:13 PM	7:08 PM
57th St (Hyde Park)	7.0	7:20 AM	4:27 PM				7:17 PM
Hegewisch	19.5	7:32 AM	4:41 PM	5:35 PM	5:58 PM	6:33 PM	7:31 PM
Hammond Gateway	21.1						
Downtown Hammond	22.3	7:43 AM	4:52 PM	5:46 PM	6:09 PM	6:44 PM	7:42 PM
South Hammond	24.5	7:47 AM	4:56 PM	5:50 PM	6:13 PM	6:48 PM	7:46 PM
Munster Ridge Rd.	26.1	7:50 AM	4:59 PM	5:53 PM	6:16 PM	6:51 PM	7:49 PM
Munster/Dyer	28.7	7:56 AM	5:05 PM	5:59 PM	6:22 PM	6:57 PM	7:55 PM
	mins	0:46	0:50	0:47	0:47	0:47	0:50
	miles	28.7	28.7	28.7	28.7	28.7	28.7

SOURCE: AECOM 2016

Figure B-2 Rail Operations Data Used for the Noise and Vibration Assessment

2. IHB Alternative - Weekday Schedule

Overnight Storage at **South Hammond**

INBOUND	*trainset*	*1*	*2*	*3*	*4*	*1*	*1*	*2*	*3*	*4*	*1*
		2	4	6	8	10	12	deadhead	deadhead	deadhead	deadhead
Munster/Dyer	28.1	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	5:10 PM	*6:12 PM*	*6:35 PM*	*7:10 PM*	*8:06 PM*
Munster Ridge Rd.	25.3	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	5:14 PM				
South Hammond Yard	*25.0*							*6:21 PM*	*6:44 PM*	*7:19 PM*	*8:15 PM*
South Hammond	23.9	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	5:18 PM				
Downtown Hammond	21.7	5:47 AM	6:32 AM	7:12 AM	7:37 AM	8:22 AM	5:22 PM				
Hammond Gateway											
Hegewisch											
57th St (Hyde Park)	7.0	6:09 AM	6:54 AM	7:34 AM	7:59 AM	8:44 AM	5:44 PM				
Museum Campus	1.4	6:18 AM	7:03 AM	7:43 AM	8:08 AM	8:53 AM	5:53 PM				
Van Buren	0.8										
Millennium	0.0	6:21 AM	7:06 AM	7:46 AM	8:11 AM	8:56 AM	5:56 PM				
		0:46	0:46	0:46	0:46	0:46	0:46				

OUTBOUND	*trainset*	*1*	*2*	*3*	*4*	*1*	*1*	*2*	*3*	*4*	*1*
		deadhead	deadhead	deadhead	deadhead	1	3	5	7	9	11
Millennium	0.0					7:10 AM	4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM
Van Buren	0.8										
Museum Campus	1.4						4:18 PM	5:15 PM	5:38 PM	6:13 PM	7:08 PM
57th St (Hyde Park)	7.0					7:20 AM	4:27 PM				7:17 PM
Hegewisch											
Hammond Gateway											
Downtown Hammond	21.7					7:41 AM	4:48 PM	5:44 PM	6:07 PM	6:42 PM	7:38 PM
South Hammond	23.9					7:45 AM	4:52 PM	5:48 PM	6:11 PM	6:46 PM	7:42 PM
South Hammond Yard	*25.0*	*5:11 AM*	*5:56 AM*	*6:36 AM*	*7:01 AM*						
Munster Ridge Rd.	25.3					7:48 AM	4:55 PM	5:51 PM	6:14 PM	6:49 PM	7:45 PM
Munster/Dyer	28.1	*5:20 AM*	*6:05 AM*	*6:45 AM*	*7:10 AM*	7:54 AM	5:01 PM	5:57 PM	6:20 PM	6:55 PM	7:51 PM
						0:44	0:46	0:45	0:45	0:45	0:46

SOURCE: AECOM 2016

Figure B-3 Rail Operations Data Used for the Noise and Vibration Assessment

2. IHB Alternative - Weekday Schedule

Overnight Storage at **Munster/Dyer** (no deadheads)

INBOUND

		2	4	6	8	10	12
Munster/Dyer	28.1	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	5:10 PM
Munster Ridge Rd.	25.3	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	5:14 PM
South Hammond	23.9	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	5:18 PM
Downtown Hammond	21.7	5:47 AM	6:32 AM	7:12 AM	7:37 AM	8:22 AM	5:22 PM
Hammond Gateway							
Hegewisch							
57th St (Hyde Park)	7.0	6:09 AM	6:54 AM	7:34 AM	7:59 AM	8:44 AM	5:44 PM
Museum Campus	1.4	6:18 AM	7:03 AM	7:43 AM	8:08 AM	8:53 AM	5:53 PM
Van Buren	0.8						
Millennium	0.0	6:21 AM	7:06 AM	7:46 AM	8:11 AM	8:56 AM	5:56 PM
		0:46	0:46	0:46	0:46	0:46	0:46

OUTBOUND

		1	3	5	7	9	11
Millennium	0.0	7:10 AM	4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM
Van Buren	0.8						
Museum Campus	1.4		4:18 PM	5:15 PM	5:38 PM	6:13 PM	7:08 PM
57th St (Hyde Park)	7.0	7:20 AM	4:27 PM				7:17 PM
Hegewisch							
Hammond Gateway							
Downtown Hammond	21.7	7:41 AM	4:48 PM	5:44 PM	6:07 PM	6:42 PM	7:38 PM
South Hammond	23.9	7:45 AM	4:52 PM	5:48 PM	6:11 PM	6:46 PM	7:42 PM
Munster Ridge Rd.	25.3	7:48 AM	4:55 PM	5:51 PM	6:14 PM	6:49 PM	7:45 PM
Munster/Dyer	28.1	7:54 AM	5:01 PM	5:57 PM	6:20 PM	6:55 PM	7:51 PM
		0:44	0:46	0:45	0:45	0:45	0:46

SOURCE: AECOM 2016

Figure B-4 Rail Operations Data Used for the Noise and Vibration Assessment

3. Hammond Alternative - Weekday Peak Schedule

Overnight Storage at **South Hammond**

INBOUND		*1*	*2*	*3*	*4*	*1*	*1*	*2*	*3*	*4*	*1*
		2	4	6	8	10	12	deadhead	deadhead	deadhead	deadhead
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	5:10 PM	*6:11 PM*	*6:34 PM*	*7:09 PM*	*8:06 PM*
Munster Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	5:14 PM				
South Hammond Yard	*25.0*							*6:20 PM*	*6:43 PM*	*7:18 PM*	*8:15 PM*
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	5:18 PM				
Downtown Hammond											
Hammond Gateway	21.1										
Hegewisch	19.5	5:53 AM	6:38 AM	7:18 AM	7:43 AM	8:28 AM	5:28 PM				
57th St (Hyde Park)	7.0	6:08 AM	6:53 AM	7:33 AM	7:58 AM	8:43 AM					
Museum Campus	1.4	6:17 AM	7:02 AM	7:42 AM	8:07 AM	8:52 AM	5:51 PM				
Van Buren	0.8										
Millennium	0.0	6:20 AM	7:05 AM	7:45 AM	8:10 AM	8:55 AM	5:54 PM				
		0:45	0:45	0:45	0:45	0:45	0:44				

OUTBOUND	*trainset*	*1*	*2*	*3*	*4*	*1*	*1*	*2*	*3*	*4*	*1*
		deadhead	deadhead	deadhead	deadhead	1	3	5	7	9	11
Millennium	0.0					7:10 AM	4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM
Van Buren	0.8										
Museum Campus	1.4						4:18 PM	5:15 PM	5:38 PM	6:13 PM	7:08 PM
57th St (Hyde Park)	7.0					7:20 AM	4:27 PM				7:17 PM
Hegewisch	19.5					7:35 AM	4:43 PM	5:38 PM	6:01 PM	6:36 PM	7:33 PM
Hammond Gateway	21.1										
Downtown Hammond											
South Hammond	24.5					7:44 AM	4:52 PM	5:47 PM	6:10 PM	6:45 PM	7:42 PM
South Hammond Yard	*25.0*	*5:11 AM*	*5:56 AM*	*6:36 AM*	*7:01 AM*						
Munster Ridge Rd.	26.1					7:47 AM	4:55 PM	5:50 PM	6:13 PM	6:48 PM	7:45 PM
Munster/Dyer	28.7	*5:20 AM*	*6:05 AM*	*6:45 AM*	*7:10 AM*	7:53 AM	5:01 PM	5:56 PM	6:19 PM	6:54 PM	7:51 PM
						0:43	0:46	0:44	0:44	0:44	0:46

SOURCE: AECOM 2016

Figure B-5 Rail Operations Data Used for the Noise and Vibration Assessment

3. Hammond Alternative - Weekday Peak Schedule

Overnight Storage at **Munster/Dyer**

INBOUND

		2	4	6	8	10	12
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	5:10 PM
Munster Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	5:14 PM
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	5:18 PM
Downtown Hammond							
Hammond Gateway	21.1						
Hegewisch	19.5	5:53 AM	6:38 AM	7:18 AM	7:43 AM	8:28 AM	5:28 PM
57th St (Hyde Park)	7.0	6:08 AM	6:53 AM	7:33 AM	7:58 AM	8:43 AM	
Museum Campus	1.4	6:17 AM	7:02 AM	7:42 AM	8:07 AM	8:52 AM	5:51 PM
Van Buren	0.8						
Millennium	0.0	6:20 AM	7:05 AM	7:45 AM	8:10 AM	8:55 AM	5:54 PM
		0:45	0:45	0:45	0:45	0:45	0:44

OUTBOUND

		1	3	5	7	9	11
Millennium	0.0	7:10 AM	4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM
Van Buren	0.8						
Museum Campus	1.4		4:18 PM	5:15 PM	5:38 PM	6:13 PM	7:08 PM
57th St (Hyde Park)	7.0	7:20 AM	4:27 PM				7:17 PM
Hegewisch	19.5	7:35 AM	4:43 PM	5:38 PM	6:01 PM	6:36 PM	7:33 PM
Hammond Gateway	21.1						
Downtown Hammond							
South Hammond	24.5	7:44 AM	4:52 PM	5:47 PM	6:10 PM	6:45 PM	7:42 PM
Munster Ridge Rd.	26.1	7:47 AM	4:55 PM	5:50 PM	6:13 PM	6:48 PM	7:45 PM
Munster/Dyer	28.7	7:53 AM	5:01 PM	5:56 PM	6:19 PM	6:54 PM	7:51 PM
		0:43	0:46	0:44	0:44	0:44	0:46

SOURCE: AECOM 2016

Figure B-6 Rail Operations Data Used for the Noise and Vibration Assessment

3. Hammond Alternative - Weekday Peak Schedule

Maintenance **North Hammond**, Overnight Storage **Munster/Dyer**

*assumes one trainset each weekday night

INBOUND

		2	4	6	8	10	12	deadhead*
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	5:10 PM	*8:30 PM*
Munster Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	5:14 PM	
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	5:18 PM	
Downtown Hammond								
North Hammond Maint	*21.4*							*8:50 PM*
Hammond Gateway	21.1							
Hegewisch	19.5	5:53 AM	6:38 AM	7:18 AM	7:43 AM	8:28 AM	5:28 PM	
57th St (Hyde Park)	7.0	6:08 AM	6:53 AM	7:33 AM	7:58 AM	8:43 AM		
Museum Campus	1.4	6:17 AM	7:02 AM	7:42 AM	8:07 AM	8:52 AM	5:51 PM	
Van Buren	0.8							
Millennium	0.0	6:20 AM	7:05 AM	7:45 AM	8:10 AM	8:55 AM	5:54 PM	
		0:45	0:45	0:45	0:45	0:45	0:44	0:20

OUTBOUND

		1	3	5	7	9	11	deadhead*
Millennium	0.0	7:10 AM	4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM	
Van Buren	0.8							
Museum Campus	1.4		4:18 PM	5:15 PM	5:38 PM	6:13 PM	7:08 PM	
57th St (Hyde Park)	7.0	7:20 AM	4:27 PM				7:17 PM	
Hegewisch	19.5	7:35 AM	4:43 PM	5:38 PM	6:01 PM	6:36 PM	7:33 PM	
Hammond Gateway	21.1							
North Hammond Maint	*21.4*							9:50 PM
Downtown Hammond								
South Hammond	24.5	7:44 AM	4:52 PM	5:47 PM	6:10 PM	6:45 PM	7:42 PM	
Munster Ridge Rd.	26.1	7:47 AM	4:55 PM	5:50 PM	6:13 PM	6:48 PM	7:45 PM	
Munster/Dyer	28.7	7:53 AM	5:01 PM	5:56 PM	6:19 PM	6:54 PM	7:51 PM	10:10 PM
		0:43	0:46	0:44	0:44	0:44	0:46	0:20

SOURCE: AECOM 2016

Figure B-7 Rail Operations Data Used for the Noise and Vibration Assessment

4. Hammond Alternative - With Weekday Off-Peak Shuttles

assumes current South Shore service for connecting shuttle trains

Maintenance **North Hammond**, Overnight Storage **Munster/Dyer**

*assumes one trainset each weekday night

INBOUND

		2	4	6	8	10	20	22		24		26		12	28	30	deadhead*
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	9:16 AM	10:11 AM		12:19 PM		3:21 PM		5:10 PM	9:05 PM	11:19 PM	*8:30 PM*
Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	9:20 AM	10:15 AM		12:23 PM		3:25 PM		5:14 PM	9:09 PM	11:23 PM	
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	9:24 AM	10:19 AM		12:27 PM		3:29 PM		5:18 PM	9:13 PM	11:27 PM	
Downtown Hammond																	
North Hammond Maint	*21.4*																*8:50 PM*
Hammond Gateway	21.1						9:30 AM	10:25 AM		12:33 PM		3:35 PM			9:19 PM	11:33 PM	
Hammond (South Shr)							*9:40 AM*	*10:30 AM*	*11:57 AM*	*12:40 PM*	*1:44 PM*	*3:41 PM*	*4:52 PM*		*9:37 PM*		
Hegewisch	19.5	5:53 AM	6:38 AM	7:18 AM	7:43 AM	8:28 AM								5:28 PM			
57th St (Hyde Park)	7.0	6:08 AM	6:53 AM	7:33 AM	7:58 AM	8:43 AM											
Museum Campus	1.4	6:17 AM	7:02 AM	7:42 AM	8:07 AM	8:52 AM								5:51 PM			
Van Buren	0.8																
Millennium	0.0	6:20 AM	7:05 AM	7:45 AM	8:10 AM	8:55 AM								5:54 PM			
		0:45	0:45	0:45	0:45	0:45	0:14	0:14		0:14		0:14		0:44	0:14	0:14	0:20

OUTBOUND

		1		21	23	25		27	3	5	7	9	11	29	31		deadhead*
Millennium	0.0	7:10 AM							4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM				
Van Buren	0.8																
Museum Campus	1.4								4:18 PM	5:15 PM	5:38 PM	6:13 PM	7:08 PM				
57th St (Hyde Park)	7.0	7:20 AM							4:27 PM				7:17 PM				
Hegewisch	19.5	7:35 AM							4:43 PM	5:38 PM	6:01 PM	6:36 PM	7:33 PM				
Hammond (South Shr)			*8:39 AM*	*9:25 AM*	*11:28 AM*	*1:15 PM*	*3:18 PM*	*3:57 PM*						*9:22 PM*	*11:42 PM*	*1:26 AM*	
Hammond Gateway	21.1			9:40 AM	11:33 AM	1:20 PM		4:02 PM						9:27 PM	11:47 PM		
North Hammond Maint	*21.4*																*9:50 PM*
Downtown Hammond																	
South Hammond	24.5	7:44 AM		9:45 AM	11:38 AM	1:25 PM		4:07 PM	4:52 PM	5:47 PM	6:10 PM	6:45 PM	7:42 PM	9:32 PM	11:52 PM		
Ridge Rd.	26.1	7:47 AM		9:48 AM	11:41 AM	1:28 PM		4:10 PM	4:55 PM	5:50 PM	6:13 PM	6:48 PM	7:45 PM	9:35 PM	11:55 PM		
Munster/Dyer	28.7	7:53 AM		9:54 AM	11:47 AM	1:34 PM		4:16 PM	5:01 PM	5:56 PM	6:19 PM	6:54 PM	7:51 PM	9:41 PM	12:01 AM		*10:10 PM*
		0:43		0:14	0:14	0:14		0:14	0:46	0:44	0:44	0:44	0:46	0:14	0:14		0:20

SOURCE: AECOM 2016

Figure B-8 Rail Operations Data Used for the Noise and Vibration Assessment

5. Hammond Alternative - With Weekday Off-Peak Shuttles
Maintenance **North Hammond**, Overnight Storage **Munster/Dyer**

assumes current South Shore service for connecting shuttle trains
includes stop at Van Buren

*assumes one trainset each weekday night

INBOUND

		2	4	6	8	10	20	22	24	26	12	28	30	deadhead*
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	9:16 AM	10:11 AM	12:19 PM	3:21 PM	5:10 PM	9:05 PM	11:19 PM	8:30 PM
Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	9:20 AM	10:15 AM	12:23 PM	3:25 PM	5:14 PM	9:09 PM	11:23 PM	
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	9:24 AM	10:19 AM	12:27 PM	3:29 PM	5:18 PM	9:13 PM	11:27 PM	
Downtown Hammond														
North Hammond Maint	*21.4*													8:50 PM
Hammond Gateway	21.1						9:30 AM	10:25 AM	12:33 PM	3:35 PM		9:19 PM	11:33 PM	
Hammond (South Shr)							*9:40 AM*	*10:30 AM*	*12:40 PM*	*3:41 PM*		*9:37 PM*		
Hegewisch	19.5	5:53 AM	6:38 AM	7:18 AM	7:43 AM	8:28 AM					5:28 PM			
57th St (Hyde Park)	7.0	6:08 AM	6:53 AM	7:33 AM	7:58 AM	8:43 AM								
Museum Campus	1.4	6:17 AM	7:02 AM	7:42 AM	8:07 AM	8:52 AM					5:51 PM			
Van Buren	0.8	6:19 AM	7:04 AM	7:44 AM	8:09 AM	8:54 AM					5:53 PM			
Millennium	0.0	6:22 AM	7:07 AM	7:47 AM	8:12 AM	8:57 AM					5:56 PM			
		0:47	0:47	0:47	0:47	0:47	0:14	0:14	0:14	0:14	0:46	0:14	0:14	0:20

OUTBOUND

		1	21	23	25	27	3	5	7	9	11	29	31	
Millennium	0.0	7:10 AM					4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM			
Van Buren	0.8	7:12 AM					4:17 PM	5:14 PM	5:37 PM	6:12 PM	7:07 PM			
Museum Campus	1.4						4:19 PM	5:16 PM	5:39 PM	6:14 PM	7:09 PM			
57th St (Hyde Park)	7.0	7:22 AM					4:28 PM				7:18 PM			
Hegewisch	19.5	7:35 AM					4:43 PM	5:38 PM	6:01 PM	6:36 PM	7:33 PM			
Hammond (South Shr)			*9:25 AM*	*11:28 AM*	*1:15 PM*	*3:57 PM*						*9:22 PM*	*11:42 PM*	
Hammond Gateway	21.1		9:40 AM	11:33 AM	1:20 PM	4:02 PM						9:27 PM	11:47 PM	
North Hammond Maint	*21.4*													9:50 PM
Downtown Hammond														
South Hammond	24.5	7:44 AM	9:45 AM	11:38 AM	1:25 PM	4:07 PM	4:52 PM	5:47 PM	6:10 PM	6:45 PM	7:42 PM	9:32 PM	11:52 PM	
Ridge Rd.	26.1	7:47 AM	9:48 AM	11:41 AM	1:28 PM	4:10 PM	4:55 PM	5:50 PM	6:13 PM	6:48 PM	7:45 PM	9:35 PM	11:55 PM	
Munster/Dyer	28.7	7:53 AM	9:54 AM	11:47 AM	1:34 PM	4:16 PM	5:01 PM	5:56 PM	6:19 PM	6:54 PM	7:51 PM	9:41 PM	12:01 AM	10:10 PM
		0:43	0:14	0:14	0:14	0:14	0:46	0:44	0:44	0:44	0:46	0:14	0:14	0:20

SOURCE: AECOM 2016

Figure B-9 Rail Operations Data Used for the Noise and Vibration Assessment

6. Hammond Alternative - With Weekday Off-Peak Shuttles

Maintenance **North Hammond**, Overnight Storage **Munster/Dyer**

assumes current South Shore service for connecting shuttle trains

includes stop at Van Buren AND no stop at Hegewish (except Train 12)

*assumes one trainset each weekday night

INBOUND

		2	4	6	8	10	20	22	24	26	12	28	30	deadhead*
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	9:16 AM	10:11 AM	12:19 PM	3:21 PM	5:10 PM	9:05 PM	11:19 PM	8:30 PM
Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	9:20 AM	10:15 AM	12:23 PM	3:25 PM	5:14 PM	9:09 PM	11:23 PM	
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	9:24 AM	10:19 AM	12:27 PM	3:29 PM	5:18 PM	9:13 PM	11:27 PM	
Downtown Hammond														
North Hammond Maint	*21.4*													8:50 PM
Hammond Gateway	21.1	5:49 AM	6:34 AM	7:14 AM	7:39 AM	8:24 AM	9:30 AM	10:25 AM	12:33 PM	3:35 PM	5:24 PM	9:19 PM	11:33 PM	
Hammond (South Shr)							*9:40 AM*	*10:30 AM*	*12:40 PM*	*3:41 PM*		*9:37 PM*		
Hegewisch	19.5										5:28 PM			
57th St (Hyde Park)	7.0	6:07 AM	6:52 AM	7:32 AM	7:57 AM	8:42 AM								
Museum Campus	1.4	6:16 AM	7:01 AM	7:41 AM	8:06 AM	8:51 AM					5:51 PM			
Van Buren	0.8	6:18 AM	7:03 AM	7:43 AM	8:08 AM	8:53 AM					5:53 PM			
Millennium	0.0	6:21 AM	7:06 AM	7:46 AM	8:11 AM	8:56 AM					5:56 PM			
		0:46	0:46	0:46	0:46	0:46	0:14	0:14	0:14	0:14	0:46	0:14	0:14	0:20

OUTBOUND

		1	21	23	25	27	3	5	7	9	11	29	31	
Millennium	0.0	7:10 AM					4:15 PM	5:12 PM	5:35 PM	6:10 PM	7:05 PM			
Van Buren	0.8	7:12 AM					4:17 PM	5:14 PM	5:37 PM	6:12 PM	7:07 PM			
Museum Campus	1.4						4:19 PM	5:16 PM	5:39 PM	6:14 PM	7:09 PM			
57th St (Hyde Park)	7.0	7:22 AM					4:28 PM				7:18 PM			
Hegewisch	19.5													
Hammond (South Shr)			*9:25 AM*	*11:28 AM*	*1:15 PM*	*3:57 PM*						*9:22 PM*	*11:42 PM*	
Hammond Gateway	21.1	7:37 AM	9:40 AM	11:33 AM	1:20 PM	4:02 PM	4:46 PM	5:40 PM	6:03 PM	6:38 PM	7:36 PM	9:27 PM	11:47 PM	
North Hammond Maint	*21.4*													9:50 PM
Downtown Hammond														
South Hammond	24.5	7:44 AM	9:45 AM	11:38 AM	1:25 PM	4:07 PM	4:51 PM	5:45 PM	6:08 PM	6:43 PM	7:41 PM	9:32 PM	11:52 PM	
Ridge Rd.	26.1	7:47 AM	9:48 AM	11:41 AM	1:28 PM	4:10 PM	4:54 PM	5:48 PM	6:11 PM	6:46 PM	7:44 PM	9:35 PM	11:55 PM	
Munster/Dyer	28.7	7:53 AM	9:54 AM	11:47 AM	1:34 PM	4:16 PM	5:00 PM	5:54 PM	6:17 PM	6:52 PM	7:50 PM	9:41 PM	12:01 AM	10:10 PM
		0:43	0:14	0:14	0:14	0:14	0:45	0:42	0:42	0:42	0:45	0:14	0:14	0:20

SOURCE: AECOM 2016

Figure B-10 Rail Operations Data Used for the Noise and Vibration Assessment

7. Hammond Alternative - With Weekday Off-Peak Shuttles — assumes South Shore Double-Track service of connecting shuttle trains

Maintenance **North Hammond**, Overnight Storage **Munster/Dyer**

INBOUND

		2	4	6	8	10	52	54	56	58	60	62	64	66
Munster/Dyer	28.7	5:35 AM	6:20 AM	7:00 AM	7:25 AM	8:10 AM	9:02 AM	10:02 AM	11:02 AM	12:02 PM	1:02 PM	2:01 PM	3:01 PM	4:01 PM
Ridge Rd.	26.1	5:39 AM	6:24 AM	7:04 AM	7:29 AM	8:14 AM	9:06 AM	10:06 AM	11:06 AM	12:06 PM	1:06 PM	2:05 PM	3:05 PM	4:05 PM
South Hammond	24.5	5:43 AM	6:28 AM	7:08 AM	7:33 AM	8:18 AM	9:10 AM	10:10 AM	11:10 AM	12:10 PM	1:10 PM	2:09 PM	3:09 PM	4:09 PM
Downtown Hammond														
North Hammond Maint	*21.4*													
Hammond Gateway	21.1	5:49 AM	6:34 AM	7:14 AM	7:39 AM	8:24 AM	9:16 AM	10:16 AM	11:16 AM	12:16 PM	1:16 PM	2:15 PM	3:15 PM	4:15 PM
Hammond (South Shr)							*9:23 AM*	*10:23 AM*	*11:23 AM*	*12:23 PM*	*1:23 PM*	*2:23 PM*	*3:23 PM*	*4:23 PM*
Hegewisch	19.5													
57th St (Hyde Park)	7.0	6:07 AM	6:52 AM	7:32 AM	7:57 AM	8:42 AM								
Museum Campus	1.4	6:16 AM	7:01 AM	7:41 AM	8:06 AM	8:51 AM								
Van Buren	0.8	6:18 AM	7:03 AM	7:43 AM	8:08 AM	8:53 AM								
Millennium	0.0	6:21 AM	7:06 AM	7:46 AM	8:11 AM	8:56 AM								
		0:46	0:46	0:46	0:46	0:46	0:14	0:14	0:14	0:14	0:14	0:14	0:14	0:14

OUTBOUND

		1	51	53	55	57	59	61	63	65	3	5	7	9
Millennium	0.0	7:10 AM									4:15 PM	5:12 PM	5:35 PM	6:10 PM
Van Buren	0.8	7:12 AM									4:17 PM	5:14 PM	5:37 PM	6:12 PM
Museum Campus	1.4										4:19 PM	5:16 PM	5:39 PM	6:14 PM
57th St (Hyde Park)	7.0	7:22 AM									4:28 PM			
Hegewisch	19.5													
Hammond (South Shr)			*9:17 AM*		*11:17 AM*	*12:17 PM*	*1:18 PM*	*2:18 PM*	*3:20 PM*	*4:16 PM*				
Hammond Gateway	21.1	7:37 AM	9:22 AM	10:22 AM	11:22 AM	12:22 PM	1:23 PM	2:23 PM	3:25 PM	4:21 PM	4:46 PM	5:40 PM	6:03 PM	6:38 PM
North Hammond Maint	*21.4*													
Downtown Hammond														
South Hammond	24.5	7:44 AM	9:27 AM		11:27 AM	12:27 PM	1:28 PM	2:28 PM	3:30 PM	4:26 PM	4:51 PM	5:45 PM	6:08 PM	6:43 PM
Ridge Rd.	26.1	7:47 AM	9:30 AM		11:30 AM	12:30 PM	1:31 PM	2:31 PM	3:33 PM	4:29 PM	4:54 PM	5:48 PM	6:11 PM	6:46 PM
Munster/Dyer	28.7	7:53 AM	9:36 AM	10:34 AM	11:36 AM	12:36 PM	1:37 PM	2:37 PM	3:39 PM	4:35 PM	5:00 PM	5:54 PM	6:17 PM	6:52 PM
		0:43	0:14	0:12	0:14	0:14	0:14	0:14	0:14	0:14	0:45	0:42	0:42	0:42

SOURCE: AECOM 2016

Figure B-11 Rail Operations Data Used for the Noise and Vibration Assessment

APPENDIX C
Noise Data

NICTD West Lake Corridor Project - Receptor Results - Impacts Only 09/08/16

Alt.: CR Opt. 1

MOD	187	1
MODsev	121	0
SEV	150	0
TAK	80	80
NO	1270	1727
Sum	1808	1808

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
3	Residence, 8827 Manor Ave.		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
6	Residence, 7136 Lyman Ave.		1290	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
7	Residence, 6411 Blaine Ave.		1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
8	Residence, 268 Waltham St.		1210	8	1	SF	2	Ldn24	61	66	52	58	64	SEV	NO
9	Residence, 255 Ogden St.		1180	9	1	SF	2	Ldn24	62	61	46	59	65	MOD	NO
30		0	1250	7	1	CM	3	LeqPK	56	65	50	61	67	MODsev	NO
109	LYMAN AV		1210	8	1	REC	3	LeqPK	61	65	50	63	69	MOD	NO
154	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	64	49	63	68	MOD	NO
155	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	63	49	63	68	MOD	NO
158	LYMAN AV		1180	9	1	CM	3	LeqPK	60	65	51	63	68	MOD	NO
180	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	63	48	63	68	MOD	NO
549	VINE ST		1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
552	VINE ST		1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
559	VINE ST		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
560	VINE ST		1260	7	1	SF	2	Ldn24	60	59	42	58	63	MOD	NO
584		0	1270	7	1	CM	3	LeqPK	56	63	48	61	67	MOD	NO
593	MUNICIPAL DR		1210	8	1	SCH	3	LeqPK	61	67	52	63	69	MODsev	NO
603	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	48	58	64	MODsev	NO
605	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
608	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
609	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
612	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
614	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
621	DYER BLVD		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
627	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
628	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
630	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	48	58	64	MODsev	NO
631	DETROIT ST		1220	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
632	DYER BLVD		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
634	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
640	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	50	58	64	SEV	NO
642	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
644	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
648	LYMAN AV		1230	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
649	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
650	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
651	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
652	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
658	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
660	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
661	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
663	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
665	DYER BLVD		1230	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
666	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
677	DYER BLVD		1230	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
679	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
681	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	50	58	64	SEV	NO
682	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
685	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
687	DYER BLVD		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
688	DYER BLVD		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
690	HAVANA AV		1230	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
693	DYER BLVD		1230	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
700	CONKEY ST		1230	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
707	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	50	58	64	SEV	NO
713	HAVANA AV		1230	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
714	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	51	58	64	SEV	NO
717	LYMAN AV		1230	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
729	DYER BLVD		1230	8	1	SF	2	Ldn24	61	60	44	58	64	MOD	NO
732	WILDWOOD RD		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
735	LYMAN AV		1230	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
736	LYMAN AV		1230	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
739	CONKEY ST		1230	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
742	CONKEY ST		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
821	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
847	LYMAN AV		1320	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
860		0	1270	7	1	SF	2	Ldn24	60	59	46	58	63	MOD	NO
878		0	1270	7	1	SF	2	Ldn24	60	58	45	58	63	MOD	NO
906	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
941	LYMAN AV		1270	7	1	SF	2	Ldn24	60	59	49	58	63	MOD	NO
948	173RD ST		1300	6	1	SF	2	Ldn24	63	60	46	60	65	MOD	NO
953	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	49	60	65	MOD	NO
955	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
957	LYMAN AV		1310	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
973	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	49	60	65	MOD	NO
981	LYMAN AV		1300	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
985	LYMAN AV		1290	6	1	SF	2	Ldn24	63	60	48	60	65	MOD	NO
989	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1008	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	48	60	65	MOD	NO
1012	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	48	60	65	MOD	NO
1015	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1053	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	49	60	65	MOD	NO
1069	LYMAN AV		1320	6	1	SF	2	Ldn24	63	62	46	60	65	MOD	NO
1085	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1161		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1163		0	1270	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
1169		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1172		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1174		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1175		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
1177		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1183		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1184		0	1270	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1187	LYMAN AV		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1195	FLORENCE ST		1250	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1196	LYMAN AV		1260	7	1	SF	2	Ldn24	60	64	49	58	63	SEV	NO
1202		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1203		0	1250	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1204	LYMAN AV		1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
1205		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1207		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1209		0	1250	7	1	SF	2	Ldn24	60	64	49	58	63	SEV	NO
1211		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1219		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1223		0	1260	7	1	SF	2	Ldn24	60	58	41	58	63	MOD	NO
1224		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1226		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1227		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1228		0	1250	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1229		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1233		0	1270	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1234		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1235		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1240	LYMAN AV		1270	7	1	SF	2	Ldn24	60	64	50	58	63	SEV	NO
1244		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1245	LYMAN AV		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1247		0	1250	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1250	LYMAN AV		1250	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1251	FLORENCE ST		1250	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
1254		0	1270	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1257		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1258		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1259		0	1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
1260	CONKEY ST		1230	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
1262	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
1268	CONKEY ST		1230	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
1271	GARFIELD AV		1230	7	1	CM	3	LeqPK	56	62	47	61	67	MOD	NO
1277	CONKEY ST		1230	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
1280	BLAINE AV		1230	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1287	GARFIELD AV		1230	7	1	CM	3	LeqPK	56	63	48	61	67	MOD	NO
1290	CONKEY ST		1230	8	1	CM	3	LeqPK	61	63	48	63	69	MOD	NO
1307	DETROIT ST		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
1310	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1312	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1318	LEWIS ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1323	LEWIS ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1326	LEWIS ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1328	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	46	58	64	MOD	NO
1329	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1330	MUNICIPAL DR		1210	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1332	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1333	LEWIS ST		1220	8	1	SF	2	Ldn24	61	62	46	58	64	MODsev	NO
1334	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1340	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1350	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1355	WASHINGTON ST		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1356	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1357	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1358	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1368	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1371	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1374	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1379	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1380	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1381	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1384	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1386	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1402	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1406	LEWIS ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1407	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1409	LEWIS ST		1220	8	1	SF	2	Ldn24	61	61	45	58	64	MODsev	NO
1412	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1418	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1420	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	53	58	64	SEV	NO
1423	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1431	LEWIS ST		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1435	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1436	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1437	LEWIS ST		1220	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
1442	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1444	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1447	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1449	LEWIS ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1453	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1454	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1463	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	60	46	58	64	MOD	NO
1472	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1474	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1475	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	61	47	58	64	MODsev	NO
1479	WASHINGTON ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1489	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1491	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1496	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
1502	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1514	MUNICIPAL DR		1210	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
1525	WEBB ST		1200	8	1	SF	2	Ldn24	61	58	41	58	64	MOD	NO
1533	CARROLL ST		1200	9	1	SF	2	Ldn24	62	59	45	59	65	MOD	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
1537	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1543	WEBB ST		1200	8	1	SF	2	Ldn24	61	62	46	58	64	MODsev	NO
1550	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1572	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1576	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1580	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1591	LYMAN AV		1180	9	1	SF	2	Ldn24	62	59	44	59	65	MOD	NO
1614	WEBB ST		1200	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
1618	LYMAN AV		1200	8	1	SF	2	Ldn24	61	65	49	58	64	SEV	NO
1644	LYMAN AV		1200	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1648	LYMAN AV		1200	9	1	SF	2	Ldn24	62	61	48	59	65	MOD	NO
1660	LYMAN AV		1200	9	1	SF	2	Ldn24	62	60	46	59	65	MOD	NO
1705	PARK PL		1210	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1712	PARK PL		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
2087	CLEVELAND ST		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2089		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2096	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2100		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
2102		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2106		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2107		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2112		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2113	BLAINE AV		1240	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
2114		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2118		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2121		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2124	CLEVELAND ST		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2126		0	1250	7	1	SF	2	Ldn24	60	61	47	58	63	MODsev	NO
2127		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2151	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2156		0	1250	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
2167	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2169		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2171	CLEVELAND ST		1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2173		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2182		0	1250	7	1	SF	2	Ldn24	60	66	50	58	63	SEV	NO
2184		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2194	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2197		0	1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2202		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2207		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2211		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2217		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2235		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2241		0	1260	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2248	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2253		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2256		0	1250	7	1	SF	2	Ldn24	60	63	49	58	63	SEV	NO
2263		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2264		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2270		0	1240	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
2273		0	1240	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
2282		0	1250	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2284		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2286		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2291	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2295		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2300		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2307		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2312	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2320		0	1260	7	1	SF	2	Ldn24	60	67	51	58	63	SEV	NO
2322		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2327		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2328		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2334	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2335	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2349	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2355		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2358		0	1250	7	1	SF	2	Ldn24	60	68	54	58	63	SEV	NO
2361		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2380		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
2383		0	1260	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2387		0	1250	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
2388		0	1250	7	1	SF	2	Ldn24	60	65	51	58	63	SEV	NO
2394		0	1260	7	1	SF	2	Ldn24	60	64	48	58	63	SEV	NO
2396		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2401		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2404		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2407		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2411		0	1250	7	1	SF	2	Ldn24	60	70	54	58	63	SEV	NO
2416		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2424		0	1260	7	1	SF	2	Ldn24	60	68	53	58	63	SEV	NO
2429	BLAINE AV		1250	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
2436	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	63	49	58	63	SEV	NO
2439		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2447		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2454	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2465		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2467	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2478	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2479		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2480		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2482		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2484	CLEVELAND ST		1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2500	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2501	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2503		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
2507		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2508	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2514		0	1250	7	1	SF	2	Ldn24	60	62	48	58	63	MODsev	NO
2515	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2521	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2524		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2530		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2532	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2533	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2540		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2541		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2543		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2544		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2545		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2549	BLAINE AV		1240	7	1	SF	2	Ldn24	60	62	48	58	63	MODsev	NO
2550	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2557	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2560	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2561	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2563		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2564	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2572		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2576		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2590		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2628	PULASKI DR		1190	9	1	SF	2	Ldn24	62	62	46	59	65	MODsev	NO
2641	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	65	49	63	68	MOD	NO
8695	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
8696	OLD STONE RD		1400	3	1	SF	2	Ldn24	54	63	47	55	61	SEV	NO
8718	FISHER ST		1410	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
8737	MANOR AV		1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8744	TERRACE DR		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
8749	TIMRICK DR		1420	3	1	REC	3	LeqPK	52	67	51	59	65	SEV	NO
8756	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	61	51	55	61	SEV	NO
8757	SYCAMORE LN		1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
8764	MANOR AV		1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
8766	MANOR AV		1400	3	1	SF	2	Ldn24	54	65	50	55	61	SEV	NO
8796	SYCAMORE LN		1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
8797	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
8811	BROADMOOR AV		1360	4	1	SF	2	Ldn24	58	57	47	57	62	MOD	NO
8829	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8832	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
8837	MANOR AV		1390	4	1	SF	2	Ldn24	58	65	50	57	62	SEV	NO
8838	MANOR AV		1390	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
8839	MANOR AV		1390	4	1	SF	2	Ldn24	58	64	55	57	62	SEV	NO
8946	GARFIELD CT		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
8948	KENNEDY CT		1440	3	1	MED	3	LeqPK	52	69	53	59	65	SEV	NO
8968	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
8982	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
8990	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8991	30TH PL		1370	4	1	SF	2	Ldn24	58	58	42	57	62	MOD	NO
8998	RIDGE RD		1370	4	1	CM	3	LeqPK	55	64	49	60	66	MODsev	NO
9009	MAPLE LN		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9061	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
9067	LAWNDALE DR		1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9079	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO
9109	MARGO LN		1450	2	1	REC	3	LeqPK	55	61	45	60	66	MOD	NO
9111	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9141	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9142	HICKORY LN		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9143	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9155	RIDGE RD		1370	4	1	CM	3	LeqPK	55	61	47	60	66	MOD	NO
9179	MANOR AV		1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9184	MANOR AV		1390	3	1	SF	2	Ldn24	54	60	50	55	61	MODsev	NO
9186	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
9191	MANOR AV		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9225	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9238	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9241	MANOR AV		1400	3	1	SF	2	Ldn24	54	65	55	55	61	SEV	MOD
9250	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9270	FREDERICK AV		1360	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
9281	RIDGE RD		1370	4	1	CM	3	LeqPK	55	65	52	60	66	MODsev	NO
9282	RIDGE RD		1370	4	1	CM	3	LeqPK	55	70	56	60	66	SEV	NO
9308	MANOR AV		1370	4	1	CM	3	LeqPK	55	63	49	60	66	MODsev	NO
9332	GARFIELD AV		1400	3	1	SF	2	Ldn24	54	63	51	55	61	SEV	NO
9333	MANOR AV		1390	3	1	SF	2	Ldn24	54	59	45	55	61	MODsev	NO
9341	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO
9349	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	61	51	55	61	SEV	NO
9362	BRIAR LN		1380	4	1	SF	2	Ldn24	58	68	53	57	62	SEV	NO
9375	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9379	GARFIELD CT		1380	4	1	SF	2	Ldn24	58	64	48	57	62	SEV	NO
9382	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9406	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
9429	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	51	55	61	MODsev	NO
9434	BROADMOOR AV		1360	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
9449	BRIAR LN		1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9456	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9486	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	51	55	61	MODsev	NO
9487	MANOR AV		1410	3	1	SF	2	Ldn24	54	61	44	55	61	SEV	NO
9489	MANOR AV		1410	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
9491	TERRACE DR		1380	4	1	SF	2	Ldn24	58	60	45	57	62	MODsev	NO
9497	MANOR AV		1380	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
9517	BROADMOOR AV		1360	4	1	SF	2	Ldn24	58	57	41	57	62	MOD	NO
9540	GARFIELD AV		1400	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
9566	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9587	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9591	BRIAR LN		1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9595	HICKORY LN		1400	3	1	SF	2	Ldn24	54	63	47	55	61	SEV	NO

No.	Description	Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
9622	MANOR AV	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9623	FISHER PL	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9631	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9651	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9661	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9669	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9672	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9684	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
9691	HIGHLAND PL	1370	4	1	CM	3	LeqPK	55	60	45	60	66	MOD	NO
9724	BRIAR LN	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9734	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9737	SUNSET LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9746	MARGO LN	1460	2	1	REC	3	LeqPK	55	61	45	60	66	MOD	NO
9748	MANOR AV	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9754	MAPLE LN	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9755	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9757	MANOR AV	1380	4	1	SF	2	Ldn24	58	68	53	57	62	SEV	NO
9759	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9766	SUNSET LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9767	MANOR AV	1380	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
9779	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9782	MANOR AV	1390	3	1	SF	2	Ldn24	54	60	50	55	61	MODsev	NO
9786	RIDGE RD	1370	4	1	CM	3	LeqPK	55	65	50	60	66	MODsev	NO
9795	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9852	MANOR AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9863	HARRISON AV	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9889	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	64	51	55	61	SEV	NO
9899	BRIAR LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9904	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	62	51	55	61	SEV	NO
9906	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO
9927	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9948	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9973	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9974	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	66	51	57	62	SEV	NO
9978	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9987	MANOR AV	1390	3	1	SF	2	Ldn24	54	58	52	55	61	MODsev	NO
10001	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
10004	MANOR AV	1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10027	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	65	51	55	61	SEV	NO
10038	MANOR AV	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
10040	MANOR AV	1360	4	1	SF	2	Ldn24	58	57	47	57	62	MOD	NO
10051	MANOR AV	1390	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
10057	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	65	51	57	62	SEV	NO
10058	BRIAR LN	1390	4	1	SF	2	Ldn24	58	66	51	57	62	SEV	NO
10062	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10063	EVERGREEN LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10065	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	62	51	55	61	SEV	NO
10080	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
10083	GARFIELD CT	1380	4	1	SF	2	Ldn24	58	68	52	57	62	SEV	NO
10091	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10106	MANOR AV	1390	3	1	SF	2	Ldn24	54	59	45	55	61	MODsev	NO
10112	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10142	BROADMOOR AV	1360	4	1	SF	2	Ldn24	58	59	43	57	62	MOD	NO
10147	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
10155	MANOR AV	1390	3	1	SF	2	Ldn24	54	57	45	55	61	MOD	NO
10166	FISHER PL	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
10189	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10257	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10286	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
10314	EVERGREEN LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10351	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	56	44	55	61	MOD	NO
10358	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	64	51	57	62	SEV	NO
10360	LAWNDALE DR	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
10362	MANOR AV	1390	3	1	SF	2	Ldn24	54	57	45	55	61	MOD	NO
10374	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10377	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
10382	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
10390	HICKORY LN	1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
10391	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10424	MANOR AV	1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
10429	FISHER ST	1410	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
10434	HICKORY LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10436	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	45	55	61	MODsev	NO
10459	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
99991	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	61	46	59	65	MOD	NO
99992	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	60	44	59	65	MOD	NO
99993	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO

NICTD West Lake Corridor Project - Receptor Results - Impacts Only 09/08/16

Alt.: Ham Opt. 1

MOD	187	1
MODsev	123	0
SEV	148	0
TAK	80	148
NO	1270	1659
Sum	1808	1808

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
3	Residence, 8827 Manor Ave.		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
6	Residence, 7136 Lyman Ave.		1290	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
7	Residence, 6411 Blaine Ave.		1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
8	Residence, 268 Waltham St.		1210	8	1	SF	2	Ldn24	61	66	52	58	64	SEV	NO
9	Residence, 255 Ogden St.		1180	9	1	SF	2	Ldn24	62	61	46	59	65	MOD	NO
30		0	1250	7	1	CM	3	LeqPK	56	65	50	61	67	MODsev	NO
109	LYMAN AV		1210	8	1	REC	3	LeqPK	61	65	50	63	69	MOD	NO
154	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	64	49	63	68	MOD	NO
155	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	63	49	63	68	MOD	NO
158	LYMAN AV		1180	9	1	CM	3	LeqPK	60	65	51	63	68	MOD	NO
180	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	63	48	63	68	MOD	NO
549	VINE ST		1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
552	VINE ST		1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
559	VINE ST		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
560	VINE ST		1260	7	1	SF	2	Ldn24	60	59	42	58	63	MOD	NO
584		0	1270	7	1	CM	3	LeqPK	56	63	48	61	67	MOD	NO
593	MUNICIPAL DR		1210	8	1	SCH	3	LeqPK	61	67	52	63	69	MODsev	NO
603	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	48	58	64	MODsev	NO
605	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
608	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
609	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
612	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
614	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
621	DYER BLVD		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
627	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
628	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
630	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	48	58	64	MODsev	NO
631	DETROIT ST		1220	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
632	DYER BLVD		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
634	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
640	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	50	58	64	SEV	NO
642	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
644	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
648	LYMAN AV		1230	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
649	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
650	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
651	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
652	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
658	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
660	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
661	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
663	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
665	DYER BLVD		1230	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
666	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
677	DYER BLVD		1230	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
679	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
681	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	50	58	64	SEV	NO
682	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
685	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
687	DYER BLVD		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
688	DYER BLVD		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
690	HAVANA AV		1230	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
693	DYER BLVD		1230	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
700	CONKEY ST		1230	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
707	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	50	58	64	SEV	NO
713	HAVANA AV		1230	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
714	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	51	58	64	SEV	NO
717	LYMAN AV		1230	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
729	DYER BLVD		1230	8	1	SF	2	Ldn24	61	60	44	58	64	MOD	NO
732	WILDWOOD RD		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
735	LYMAN AV		1230	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
736	LYMAN AV		1230	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
739	CONKEY ST		1230	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
742	CONKEY ST		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
821	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
847	LYMAN AV		1320	6	1	SF	2	Ldn24	63	61	45	60	65	MOD	NO
860		0	1270	7	1	SF	2	Ldn24	60	59	46	58	63	MOD	NO
878		0	1270	7	1	SF	2	Ldn24	60	58	45	58	63	MOD	NO
906	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
941	LYMAN AV		1270	7	1	SF	2	Ldn24	60	59	49	58	63	MOD	NO
948	173RD ST		1300	6	1	SF	2	Ldn24	63	60	46	60	65	MOD	NO
953	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	49	60	65	MOD	NO
955	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
957	LYMAN AV		1310	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
973	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	49	60	65	MOD	NO
981	LYMAN AV		1300	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
985	LYMAN AV		1290	6	1	SF	2	Ldn24	63	60	48	60	65	MOD	NO
989	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1008	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	48	60	65	MOD	NO
1012	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	48	60	65	MOD	NO
1015	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1053	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	49	60	65	MOD	NO
1069	LYMAN AV		1320	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1085	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1161		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1163		0	1270	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
1169		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1172		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1174		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1175		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
1177		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1183		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1184		0	1270	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1187	LYMAN AV		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1195	FLORENCE ST		1250	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1196	LYMAN AV		1260	7	1	SF	2	Ldn24	60	64	49	58	63	SEV	NO
1202		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1203		0	1250	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1204	LYMAN AV		1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
1205		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1207		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1209		0	1250	7	1	SF	2	Ldn24	60	64	49	58	63	SEV	NO
1211		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1219		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1223		0	1260	7	1	SF	2	Ldn24	60	58	41	58	63	MOD	NO
1224		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1226		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1227		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1228		0	1250	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1229		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1233		0	1270	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1234		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1235		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1240	LYMAN AV		1270	7	1	SF	2	Ldn24	60	64	50	58	63	SEV	NO
1244		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1245	LYMAN AV		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1247		0	1250	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1250	LYMAN AV		1250	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1251	FLORENCE ST		1250	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
1254		0	1270	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1257		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1258		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1259		0	1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
1260	CONKEY ST		1230	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
1262	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
1268	CONKEY ST		1230	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
1271	GARFIELD AV		1230	7	1	CM	3	LeqPK	56	62	47	61	67	MOD	NO
1277	CONKEY ST		1230	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
1280	BLAINE AV		1230	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1287	GARFIELD AV		1230	7	1	CM	3	LeqPK	56	63	48	61	67	MOD	NO
1290	CONKEY ST		1230	8	1	CM	3	LeqPK	61	63	48	63	69	MOD	NO
1307	DETROIT ST		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
1310	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1312	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1318	LEWIS ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1323	LEWIS ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1326	LEWIS ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1328	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	46	58	64	MOD	NO
1329	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1330	MUNICIPAL DR		1210	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1332	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1333	LEWIS ST		1220	8	1	SF	2	Ldn24	61	62	46	58	64	MODsev	NO
1334	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1340	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1350	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1355	WASHINGTON ST		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1356	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1357	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1358	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1368	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1371	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1374	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1379	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1380	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1381	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1384	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1386	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1402	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1406	LEWIS ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1407	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1409	LEWIS ST		1220	8	1	SF	2	Ldn24	61	61	45	58	64	MODsev	NO
1412	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1418	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1420	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	53	58	64	SEV	NO
1423	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1431	LEWIS ST		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1435	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1436	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1437	LEWIS ST		1220	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
1442	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1444	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1447	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1449	LEWIS ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1453	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1454	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1463	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	60	46	58	64	MOD	NO
1472	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1474	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1475	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	61	47	58	64	MODsev	NO
1479	WASHINGTON ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1489	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1491	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1496	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
1502	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1514	MUNICIPAL DR		1210	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
1525	WEBB ST		1200	8	1	SF	2	Ldn24	61	58	41	58	64	MOD	NO
1533	CARROLL ST		1200	9	1	SF	2	Ldn24	62	59	45	59	65	MOD	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
1537	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1543	WEBB ST		1200	8	1	SF	2	Ldn24	61	62	46	58	64	MODsev	NO
1550	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1572	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1576	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1580	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1591	LYMAN AV		1180	9	1	SF	2	Ldn24	62	59	44	59	65	MOD	NO
1614	WEBB ST		1200	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
1618	LYMAN AV		1200	8	1	SF	2	Ldn24	61	65	49	58	64	SEV	NO
1644	LYMAN AV		1200	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1648	LYMAN AV		1200	9	1	SF	2	Ldn24	62	61	48	59	65	MOD	NO
1660	LYMAN AV		1200	9	1	SF	2	Ldn24	62	60	46	59	65	MOD	NO
1705	PARK PL		1210	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1712	PARK PL		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
2087	CLEVELAND ST		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2089		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2096	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2100		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
2102		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2106		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2107		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2112		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2113	BLAINE AV		1240	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
2114		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2118		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2121		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2124	CLEVELAND ST		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2126		0	1250	7	1	SF	2	Ldn24	60	61	47	58	63	MODsev	NO
2127		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2151	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2156		0	1250	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
2167	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2169		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2171	CLEVELAND ST		1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2173		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2182		0	1250	7	1	SF	2	Ldn24	60	66	50	58	63	SEV	NO
2184		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2194	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2197		0	1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2202		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2207		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2211		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2217		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2235		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2241		0	1260	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2248	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2253		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2256		0	1250	7	1	SF	2	Ldn24	60	63	49	58	63	SEV	NO
2263		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2264		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2270		0	1240	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
2273		0	1240	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
2282		0	1250	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2284		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2286		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2291	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2295		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2300		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2307		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2312	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2320		0	1260	7	1	SF	2	Ldn24	60	67	51	58	63	SEV	NO
2322		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2327		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2328		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2334	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2335	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2349	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2355		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2358		0	1250	7	1	SF	2	Ldn24	60	68	54	58	63	SEV	NO
2361		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2380		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
2383		0	1260	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2387		0	1250	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
2388		0	1250	7	1	SF	2	Ldn24	60	65	51	58	63	SEV	NO
2394		0	1260	7	1	SF	2	Ldn24	60	64	48	58	63	SEV	NO
2396		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2401		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2404		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2407		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2411		0	1250	7	1	SF	2	Ldn24	60	70	54	58	63	SEV	NO
2416		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2424		0	1260	7	1	SF	2	Ldn24	60	68	53	58	63	SEV	NO
2429	BLAINE AV		1250	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
2436	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	63	49	58	63	SEV	NO
2439		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2447		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2454	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2465		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2467	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2478	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2479		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2480		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2482		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2484	CLEVELAND ST		1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2500	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2501	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2503		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
2507		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2508	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2514		0	1250	7	1	SF	2	Ldn24	60	62	48	58	63	MODsev	NO
2515	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2521	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2524		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2530		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2532	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2533	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2540		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2541		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2543		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2544		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2545		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2549	BLAINE AV		1240	7	1	SF	2	Ldn24	60	62	48	58	63	MODsev	NO
2550	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2557	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2560	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2561	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2563		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2564	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2572		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2576		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2590		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2628	PULASKI DR		1190	9	1	SF	2	Ldn24	62	62	46	59	65	MODsev	NO
2641	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	65	50	63	68	MOD	NO
8695	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
8696	OLD STONE RD		1400	3	1	SF	2	Ldn24	54	63	47	55	61	SEV	NO
8718	FISHER ST		1410	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
8737	MANOR AV		1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8744	TERRACE DR		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
8749	TIMRICK DR		1420	3	1	REC	3	LeqPK	52	67	51	59	65	SEV	NO
8756	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	61	51	55	61	SEV	NO
8757	SYCAMORE LN		1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
8764	MANOR AV		1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
8766	MANOR AV		1400	3	1	SF	2	Ldn24	54	65	50	55	61	SEV	NO
8796	SYCAMORE LN		1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
8797	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
8811	BROADMOOR AV		1360	4	1	SF	2	Ldn24	58	57	46	57	62	MOD	NO
8829	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8832	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
8837	MANOR AV		1390	4	1	SF	2	Ldn24	58	65	50	57	62	SEV	NO
8838	MANOR AV		1390	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
8839	MANOR AV		1390	4	1	SF	2	Ldn24	58	64	55	57	62	SEV	NO
8946	GARFIELD CT		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
8948	KENNEDY CT		1440	3	1	MED	3	LeqPK	52	69	53	59	65	SEV	NO
8968	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
8982	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
8990	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8991	30TH PL		1370	4	1	SF	2	Ldn24	58	57	42	57	62	MOD	NO
8998	RIDGE RD		1370	4	1	CM	3	LeqPK	55	64	49	60	66	MODsev	NO
9009	MAPLE LN		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9061	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
9067	LAWNDALE DR		1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9079	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO
9109	MARGO LN		1450	2	1	REC	3	LeqPK	55	61	45	60	66	MOD	NO
9111	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9141	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9142	HICKORY LN		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9143	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9155	RIDGE RD		1370	4	1	CM	3	LeqPK	55	61	47	60	66	MOD	NO
9179	MANOR AV		1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9184	MANOR AV		1390	3	1	SF	2	Ldn24	54	60	50	55	61	MODsev	NO
9186	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
9191	MANOR AV		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9225	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9238	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9241	MANOR AV		1400	3	1	SF	2	Ldn24	54	65	55	55	61	SEV	MOD
9250	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9270	FREDERICK AV		1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9281	RIDGE RD		1370	4	1	CM	3	LeqPK	55	65	52	60	66	MODsev	NO
9282	RIDGE RD		1370	4	1	CM	3	LeqPK	55	70	56	60	66	SEV	NO
9308	MANOR AV		1370	4	1	CM	3	LeqPK	55	63	49	60	66	MODsev	NO
9332	GARFIELD AV		1400	3	1	SF	2	Ldn24	54	63	51	55	61	SEV	NO
9333	MANOR AV		1390	3	1	SF	2	Ldn24	54	59	45	55	61	MODsev	NO
9341	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO
9349	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	61	51	55	61	SEV	NO
9362	BRIAR LN		1380	4	1	SF	2	Ldn24	58	68	53	57	62	SEV	NO
9375	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9379	GARFIELD CT		1380	4	1	SF	2	Ldn24	58	64	48	57	62	SEV	NO
9382	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9406	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
9429	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	51	55	61	MODsev	NO
9434	BROADMOOR AV		1360	4	1	SF	2	Ldn24	58	61	46	57	62	MODsev	NO
9449	BRIAR LN		1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9456	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9486	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	51	55	61	MODsev	NO
9487	MANOR AV		1410	3	1	SF	2	Ldn24	54	61	44	55	61	SEV	NO
9489	MANOR AV		1410	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
9491	TERRACE DR		1380	4	1	SF	2	Ldn24	58	60	45	57	62	MODsev	NO
9497	MANOR AV		1380	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
9517	BROADMOOR AV		1360	4	1	SF	2	Ldn24	58	57	41	57	62	MOD	NO
9540	GARFIELD AV		1400	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
9566	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9587	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9591	BRIAR LN		1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9595	HICKORY LN		1400	3	1	SF	2	Ldn24	54	63	47	55	61	SEV	NO

No.	Description	Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
9622	MANOR AV	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9623	FISHER PL	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9631	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9651	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9661	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9669	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9672	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9684	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
9691	HIGHLAND PL	1370	4	1	CM	3	LeqPK	55	60	45	60	66	MOD	NO
9724	BRIAR LN	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9734	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9737	SUNSET LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9746	MARGO LN	1460	2	1	REC	3	LeqPK	55	61	45	60	66	MOD	NO
9748	MANOR AV	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9754	MAPLE LN	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9755	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9757	MANOR AV	1380	4	1	SF	2	Ldn24	58	68	53	57	62	SEV	NO
9759	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9766	SUNSET LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9767	MANOR AV	1380	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
9779	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9782	MANOR AV	1390	3	1	SF	2	Ldn24	54	60	50	55	61	MODsev	NO
9786	RIDGE RD	1370	4	1	CM	3	LeqPK	55	65	50	60	66	MODsev	NO
9795	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9852	MANOR AV	1360	4	1	SF	2	Ldn24	58	61	46	57	62	MODsev	NO
9863	HARRISON AV	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9889	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	64	51	55	61	SEV	NO
9899	BRIAR LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9904	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	62	51	55	61	SEV	NO
9906	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO
9927	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9948	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9973	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9974	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	66	51	57	62	SEV	NO
9978	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9987	MANOR AV	1390	3	1	SF	2	Ldn24	54	58	52	55	61	MODsev	NO
10001	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
10004	MANOR AV	1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10027	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	65	51	55	61	SEV	NO
10038	MANOR AV	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
10040	MANOR AV	1360	4	1	SF	2	Ldn24	58	57	46	57	62	MOD	NO
10051	MANOR AV	1390	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
10057	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	65	51	57	62	SEV	NO
10058	BRIAR LN	1390	4	1	SF	2	Ldn24	58	66	51	57	62	SEV	NO
10062	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10063	EVERGREEN LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10065	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	62	51	55	61	SEV	NO
10080	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
10083	GARFIELD CT	1380	4	1	SF	2	Ldn24	58	68	52	57	62	SEV	NO
10091	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10106	MANOR AV	1390	3	1	SF	2	Ldn24	54	59	45	55	61	MODsev	NO
10112	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10142	BROADMOOR AV	1360	4	1	SF	2	Ldn24	58	58	43	57	62	MOD	NO
10147	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10155	MANOR AV	1390	3	1	SF	2	Ldn24	54	57	45	55	61	MOD	NO
10166	FISHER PL	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
10189	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10257	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10286	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10314	EVERGREEN LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10351	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	56	44	55	61	MOD	NO
10358	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	64	51	57	62	SEV	NO
10360	LAWNDALE DR	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
10362	MANOR AV	1390	3	1	SF	2	Ldn24	54	57	45	55	61	MOD	NO
10374	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10377	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
10382	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10390	HICKORY LN	1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
10391	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10424	MANOR AV	1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
10429	FISHER ST	1410	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
10434	HICKORY LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10436	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	45	55	61	MODsev	NO
10459	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
99991	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	61	46	59	65	MOD	NO
99992	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	60	44	59	65	MOD	NO
99993	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO

NICTD West Lake Corridor Project - Receptor Results - Impacts Only 09/08/16

Alt.: IHB Opt. 1

MOD	202	1
MODsev	133	0
SEV	156	0
TAK	81	81
NO	1236	1726
Sum	1808	1808

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
3	Residence, 8827 Manor Ave.		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
6	Residence, 7136 Lyman Ave.		1290	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
7	Residence, 6411 Blaine Ave.		1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
8	Residence, 268 Waltham St.		1210	8	1	SF	2	Ldn24	61	66	52	58	64	SEV	NO
9	Residence, 255 Ogden St.		1180	9	1	SF	2	Ldn24	62	61	46	59	65	MOD	NO
30		0	1250	7	1	CM	3	LeqPK	56	65	50	61	67	MODsev	NO
79	WILLOW CT		1160	9	1	CM	3	LeqPK	60	63	48	63	68	MOD	NO
81	WILLOW CT		1160	9	1	CM	3	LeqPK	60	63	47	63	68	MOD	NO
82	WILLOW CT		1160	9	1	CM	3	LeqPK	60	64	48	63	68	MOD	NO
84	WILLOW CT		1160	9	1	CM	3	LeqPK	60	68	53	63	68	SEV	NO
86	WILLOW CT		1160	9	1	CM	3	LeqPK	60	69	54	63	68	SEV	NO
109	LYMAN AV		1210	8	1	REC	3	LeqPK	61	65	50	63	69	MOD	NO
154	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	64	49	63	68	MOD	NO
155	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	63	49	63	68	MOD	NO
158	LYMAN AV		1180	9	1	CM	3	LeqPK	60	65	51	63	68	MOD	NO
180	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	63	48	63	68	MOD	NO
549	VINE ST		1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
552	VINE ST		1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
559	VINE ST		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
560	VINE ST		1260	7	1	SF	2	Ldn24	60	59	42	58	63	MOD	NO
584		0	1270	7	1	CM	3	LeqPK	56	63	48	61	67	MOD	NO
593	MUNICIPAL DR		1210	8	1	SCH	3	LeqPK	61	67	52	63	69	MODsev	NO
603	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	48	58	64	MODsev	NO
605	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
608	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
609	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
612	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
614	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
621	DYER BLVD		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
627	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
628	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
630	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	48	58	64	MODsev	NO
631	DETROIT ST		1220	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
632	DYER BLVD		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
634	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
640	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	50	58	64	SEV	NO
642	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
644	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
648	LYMAN AV		1230	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
649	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
650	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
651	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
652	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
658	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
660	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
661	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
663	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
665	DYER BLVD		1230	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
666	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
677	DYER BLVD		1230	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
679	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
681	LYMAN AV		1220	8	1	SF	2	Ldn24	61	64	50	58	64	SEV	NO
682	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
685	LYMAN AV		1220	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
687	DYER BLVD		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
688	DYER BLVD		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
690	HAVANA AV		1230	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
693	DYER BLVD		1230	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
700	CONKEY ST		1230	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
707	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	50	58	64	SEV	NO
713	HAVANA AV		1230	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
714	LYMAN AV		1230	8	1	SF	2	Ldn24	61	66	51	58	64	SEV	NO
717	LYMAN AV		1230	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
729	DYER BLVD		1230	8	1	SF	2	Ldn24	61	60	44	58	64	MOD	NO
732	WILDWOOD RD		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
735	LYMAN AV		1230	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
736	LYMAN AV		1230	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
739	CONKEY ST		1230	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
742	CONKEY ST		1230	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
821	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
847	LYMAN AV		1320	6	1	SF	2	Ldn24	63	61	45	60	65	MOD	NO
860		0	1270	7	1	SF	2	Ldn24	60	59	46	58	63	MOD	NO
878		0	1270	7	1	SF	2	Ldn24	60	58	45	58	63	MOD	NO
906	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
941	LYMAN AV		1270	7	1	SF	2	Ldn24	60	59	49	58	63	MOD	NO
948	173RD ST		1300	6	1	SF	2	Ldn24	63	60	46	60	65	MOD	NO
953	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	49	60	65	MOD	NO
955	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
957	LYMAN AV		1310	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
973	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	49	60	65	MOD	NO
981	LYMAN AV		1300	6	1	SF	2	Ldn24	63	62	48	60	65	MOD	NO
985	LYMAN AV		1290	6	1	SF	2	Ldn24	63	60	48	60	65	MOD	NO
989	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1008	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	48	60	65	MOD	NO
1012	LYMAN AV		1290	6	1	SF	2	Ldn24	63	61	48	60	65	MOD	NO
1015	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1053	LYMAN AV		1290	6	1	SF	2	Ldn24	63	62	49	60	65	MOD	NO
1069	LYMAN AV		1320	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1085	LYMAN AV		1310	6	1	SF	2	Ldn24	63	61	46	60	65	MOD	NO
1161		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1163		0	1270	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
1169		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1172		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
1174		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1175		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1177		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1183		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1184		0	1270	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1187	LYMAN AV		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1195	FLORENCE ST		1250	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1196	LYMAN AV		1260	7	1	SF	2	Ldn24	60	64	49	58	63	SEV	NO
1202		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1203		0	1250	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1204	LYMAN AV		1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
1205		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1207		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1209		0	1250	7	1	SF	2	Ldn24	60	64	49	58	63	SEV	NO
1211		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1219		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1223		0	1260	7	1	SF	2	Ldn24	60	58	41	58	63	MOD	NO
1224		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1226		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1227		0	1260	7	1	SF	2	Ldn24	60	60	44	58	63	MOD	NO
1228		0	1250	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1229		0	1260	7	1	SF	2	Ldn24	60	62	46	58	63	MODsev	NO
1233		0	1270	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1234		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1235		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1240	LYMAN AV		1270	7	1	SF	2	Ldn24	60	64	50	58	63	SEV	NO
1244		0	1260	7	1	SF	2	Ldn24	60	62	47	58	63	MODsev	NO
1245	LYMAN AV		1260	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1247		0	1250	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
1250	LYMAN AV		1250	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1251	FLORENCE ST		1250	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
1254		0	1270	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
1257		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1258		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
1259		0	1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
1260	CONKEY ST		1230	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
1262	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
1268	CONKEY ST		1230	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
1271	GARFIELD AV		1230	7	1	CM	3	LeqPK	56	62	47	61	67	MOD	NO
1277	CONKEY ST		1230	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
1280	BLAINE AV		1230	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
1287	GARFIELD AV		1230	7	1	CM	3	LeqPK	56	63	48	61	67	MOD	NO
1290	CONKEY ST		1230	8	1	CM	3	LeqPK	61	63	48	63	69	MOD	NO
1307	DETROIT ST		1220	8	1	SF	2	Ldn24	61	63	49	58	64	MODsev	NO
1310	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1312	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1318	LEWIS ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1323	LEWIS ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1326	LEWIS ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1328	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	46	58	64	MOD	NO
1329	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1330	MUNICIPAL DR		1210	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1332	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1333	LEWIS ST		1220	8	1	SF	2	Ldn24	61	62	46	58	64	MODsev	NO
1334	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1340	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1350	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1355	WASHINGTON ST		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1356	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1357	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1358	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1368	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1371	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1374	DETROIT ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1379	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1380	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1381	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1384	DETROIT ST		1220	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1386	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1402	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1406	LEWIS ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1407	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1409	LEWIS ST		1220	8	1	SF	2	Ldn24	61	61	45	58	64	MODsev	NO
1412	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1418	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1420	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	53	58	64	SEV	NO
1423	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1431	LEWIS ST		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1435	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1436	BLAINE AV		1220	8	1	SF	2	Ldn24	61	64	49	58	64	SEV	NO
1437	LEWIS ST		1220	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
1442	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1444	DETROIT ST		1220	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1447	DETROIT ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1449	LEWIS ST		1220	8	1	SF	2	Ldn24	61	59	44	58	64	MOD	NO
1453	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1454	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1463	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	60	46	58	64	MOD	NO
1472	WALTHAM ST		1220	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1474	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	60	45	58	64	MOD	NO
1475	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	61	47	58	64	MODsev	NO
1479	WASHINGTON ST		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1489	WALTHAM ST		1210	8	1	SF	2	Ldn24	61	58	43	58	64	MOD	NO
1491	GARFIELD AV		1230	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1496	HIGHLAND ST		1220	8	1	SF	2	Ldn24	61	61	46	58	64	MODsev	NO
1502	BLAINE AV		1220	8	1	SF	2	Ldn24	61	67	52	58	64	SEV	NO
1514	MUNICIPAL DR		1210	8	1	SF	2	Ldn24	61	63	48	58	64	MODsev	NO
1525	WEBB ST		1200	8	1	SF	2	Ldn24	61	58	41	58	64	MOD	NO
1533	CARROLL ST		1200	9	1	SF	2	Ldn24	62	59	45	59	65	MOD	NO
1537	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
1543	WEBB ST		1200	8	1	SF	2	Ldn24	61	62	46	58	64	MODsev	NO
1550	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1572	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1576	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1580	LYMAN AV		1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1591	LYMAN AV		1180	9	1	SF	2	Ldn24	62	59	44	59	65	MOD	NO
1614	WEBB ST		1200	8	1	SF	2	Ldn24	61	59	43	58	64	MOD	NO
1618	LYMAN AV		1200	8	1	SF	2	Ldn24	61	65	49	58	64	SEV	NO
1644	LYMAN AV		1200	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO
1648	LYMAN AV		1200	9	1	SF	2	Ldn24	62	61	48	59	65	MOD	NO
1660	LYMAN AV		1200	9	1	SF	2	Ldn24	62	60	46	59	65	MOD	NO
1705	PARK PL		1210	8	1	SF	2	Ldn24	61	62	47	58	64	MODsev	NO
1712	PARK PL		1220	8	1	SF	2	Ldn24	61	58	42	58	64	MOD	NO
1733	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	63	48	63	68	MOD	NO
1740	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	65	51	63	68	MOD	NO
1741	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	64	49	63	68	MOD	NO
1744	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	63	48	63	68	MOD	NO
1758	SIBLEY ST		1170	9	1	CM	3	LeqPK	60	65	50	63	68	MOD	NO
1925	HOHMAN AV		1170	9	1	CM	3	LeqPK	60	63	47	63	68	MOD	NO
1934	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	68	53	63	68	SEV	NO
1935	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	67	52	63	68	MODsev	NO
1939	HOHMAN AV		1160	9	1	CM	3	LeqPK	60	67	52	63	68	MODsev	NO
1941	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	63	48	63	68	MOD	NO
1944	SIBLEY ST		1160	9	1	CM	3	LeqPK	60	69	54	63	68	SEV	NO
1951	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	66	51	63	68	MODsev	NO
1954	SIBLEY ST		1160	9	1	CM	3	LeqPK	60	66	50	63	68	MODsev	NO
1956	RUSSELL ST		1170	9	1	CM	3	LeqPK	60	65	50	63	68	MOD	NO
1958	SIBLEY ST		1170	9	1	CM	3	LeqPK	60	64	49	63	68	MOD	NO
1969	SIBLEY ST		1170	9	1	CM	3	LeqPK	60	65	50	63	68	MOD	NO
1980	SIBLEY ST		1170	9	1	CM	3	LeqPK	60	67	52	63	68	MODsev	NO
1981	HOHMAN AV		1160	9	1	CM	3	LeqPK	60	67	51	63	68	MODsev	NO
1996	SIBLEY ST		1170	9	1	CM	3	LeqPK	60	63	48	63	68	MOD	NO
2015	SIBLEY ST		1170	9	1	CM	3	LeqPK	60	66	51	63	68	MODsev	NO
2018	RUSSELL ST		1170	9	1	CM	3	LeqPK	60	66	51	63	68	MODsev	NO
2024	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	67	53	63	68	MODsev	NO
2026	HOHMAN AV		1160	9	1	CM	3	LeqPK	60	69	54	63	68	SEV	NO
2049	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	69	54	63	68	SEV	NO
2053	FAYETTE ST		1170	9	1	CM	3	LeqPK	60	67	52	63	68	MODsev	NO
2059	HOHMAN AV		1160	9	1	CM	3	LeqPK	60	68	53	63	68	SEV	NO
2087	CLEVELAND ST		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2089		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2096	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2100		0	1260	7	1	SF	2	Ldn24	60	59	43	58	63	MOD	NO
2102		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2106		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2107		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2112		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2113	BLAINE AV		1240	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
2114		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2118		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2121		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2124	CLEVELAND ST		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2126		0	1250	7	1	SF	2	Ldn24	60	61	47	58	63	MODsev	NO
2127		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2151	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2156		0	1250	7	1	SF	2	Ldn24	60	60	45	58	63	MOD	NO
2167	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2169		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2171	CLEVELAND ST		1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2173		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2182		0	1250	7	1	SF	2	Ldn24	60	66	50	58	63	SEV	NO
2184		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2194	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2197		0	1260	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2202		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2207		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2211		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2217		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2235		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2241		0	1260	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2248	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2253		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2256		0	1250	7	1	SF	2	Ldn24	60	63	49	58	63	SEV	NO
2263		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2264		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2270		0	1240	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
2273		0	1240	7	1	SF	2	Ldn24	60	63	48	58	63	SEV	NO
2282		0	1250	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2284		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2286		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2291	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2295		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2300		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2307		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2312	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2320		0	1260	7	1	SF	2	Ldn24	60	67	51	58	63	SEV	NO
2322		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2327		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2328		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2334	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2335	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2349	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2355		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2358		0	1250	7	1	SF	2	Ldn24	60	68	54	58	63	SEV	NO
2361		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2380		0	1260	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
2383		0	1260	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2387		0	1250	7	1	SF	2	Ldn24	60	61	45	58	63	MODsev	NO
2388		0	1250	7	1	SF	2	Ldn24	60	65	51	58	63	SEV	NO
2394		0	1260	7	1	SF	2	Ldn24	60	64	48	58	63	SEV	NO

No.	Description		Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
2396		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2401		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2404		0	1250	7	1	SF	2	Ldn24	60	59	44	58	63	MOD	NO
2407		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2411		0	1250	7	1	SF	2	Ldn24	60	70	54	58	63	SEV	NO
2416		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2424		0	1260	7	1	SF	2	Ldn24	60	68	53	58	63	SEV	NO
2429	BLAINE AV		1250	7	1	SF	2	Ldn24	60	65	50	58	63	SEV	NO
2436	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	63	49	58	63	SEV	NO
2439		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2447		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2454	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2465		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2467	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2478	KENWOOD ST		1240	7	1	SF	2	Ldn24	60	61	46	58	63	MODsev	NO
2479		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2480		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2482		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2484	CLEVELAND ST		1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2500	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2501	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2503		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2507		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2508	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2514		0	1250	7	1	SF	2	Ldn24	60	62	48	58	63	MODsev	NO
2515	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2521	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2524		0	1250	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2530		0	1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2532	GARFIELD AV		1230	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2533	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2540		0	1260	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2541		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2543		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2544		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2545		0	1240	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2549	BLAINE AV		1240	7	1	SF	2	Ldn24	60	62	48	58	63	MODsev	NO
2550	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2557	BLAINE AV		1230	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2560	GARFIELD AV		1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2561	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2563		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2564	BLAINE AV		1240	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2572		0	1250	7	1	SF	2	Ldn24	60	63	47	58	63	SEV	NO
2576		0	1240	7	1	SF	2	Ldn24	60	58	42	58	63	MOD	NO
2590		0	1250	7	1	SF	2	Ldn24	60	58	43	58	63	MOD	NO
2628	PULASKI DR		1190	9	1	SF	2	Ldn24	62	62	46	59	65	MODsev	NO
2641	DOUGLAS ST		1180	9	1	CM	3	LeqPK	60	65	49	63	68	MOD	NO
2720	SIBLEY ST		1170	9	1	REC	3	LeqPK	60	63	48	63	68	MOD	NO
2746	WILLOW CT		1160	9	1	REC	3	LeqPK	60	70	54	63	68	SEV	NO
8695	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
8696	OLD STONE RD		1400	3	1	SF	2	Ldn24	54	63	47	55	61	SEV	NO
8718	FISHER ST		1410	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
8737	MANOR AV		1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8744	TERRACE DR		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
8749	TIMRICK DR		1420	3	1	REC	3	LeqPK	52	67	51	59	65	SEV	NO
8756	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	61	51	55	61	SEV	NO
8757	SYCAMORE LN		1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
8764	MANOR AV		1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
8766	MANOR AV		1400	3	1	SF	2	Ldn24	54	65	50	55	61	SEV	NO
8796	SYCAMORE LN		1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
8797	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
8811	BROADMOOR AV		1360	4	1	SF	2	Ldn24	58	57	46	57	62	MOD	NO
8829	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8832	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
8837	MANOR AV		1390	4	1	SF	2	Ldn24	58	65	50	57	62	SEV	NO
8838	MANOR AV		1390	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
8839	MANOR AV		1390	4	1	SF	2	Ldn24	58	64	55	57	62	SEV	NO
8946	GARFIELD CT		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
8948	KENNEDY CT		1440	3	1	MED	3	LeqPK	52	69	53	59	65	SEV	NO
8968	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
8982	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
8990	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
8991	30TH PL		1370	4	1	SF	2	Ldn24	58	57	42	57	62	MOD	NO
8998	RIDGE RD		1370	4	1	CM	3	LeqPK	55	64	49	60	66	MODsev	NO
9009	MAPLE LN		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9061	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
9067	LAWNDALE DR		1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9079	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO
9109	MARGO LN		1450	2	1	REC	3	LeqPK	55	61	45	60	66	MOD	NO
9111	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9141	MANOR AV		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9142	HICKORY LN		1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9143	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9155	RIDGE RD		1370	4	1	CM	3	LeqPK	55	61	47	60	66	MOD	NO
9179	MANOR AV		1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9184	MANOR AV		1390	3	1	SF	2	Ldn24	54	60	50	55	61	MODsev	NO
9186	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
9191	MANOR AV		1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9225	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9238	MANOR AV		1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9241	MANOR AV		1400	3	1	SF	2	Ldn24	54	65	55	55	61	SEV	MOD
9250	MANOR AV		1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9270	FREDERICK AV		1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9281	RIDGE RD		1370	4	1	CM	3	LeqPK	55	65	52	60	66	MODsev	NO
9282	RIDGE RD		1370	4	1	CM	3	LeqPK	55	70	56	60	66	SEV	NO
9308	MANOR AV		1370	4	1	CM	3	LeqPK	55	63	49	60	66	MODsev	NO
9332	GARFIELD AV		1400	3	1	SF	2	Ldn24	54	63	51	55	61	SEV	NO
9333	MANOR AV		1390	3	1	SF	2	Ldn24	54	59	45	55	61	MODsev	NO
9341	GARFIELD AV		1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO

No.	Description	Sta. No.	RecEquiv	#DU	TDH_LU	Cat.	MetricF	EX	BD	MIT	'MOD'	'SEV'	IMP_BD	IMP_MIT
9349	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	61	51	55	61	SEV	NO
9362	BRIAR LN	1380	4	1	SF	2	Ldn24	58	68	53	57	62	SEV	NO
9375	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9379	GARFIELD CT	1380	4	1	SF	2	Ldn24	58	64	48	57	62	SEV	NO
9382	MANOR AV	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9406	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	60	51	55	61	MODsev	NO
9429	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	59	51	55	61	MODsev	NO
9434	BROADMOOR AV	1360	4	1	SF	2	Ldn24	58	61	46	57	62	MODsev	NO
9449	BRIAR LN	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9456	MANOR AV	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9486	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	59	51	55	61	MODsev	NO
9487	MANOR AV	1410	3	1	SF	2	Ldn24	54	61	44	55	61	SEV	NO
9489	MANOR AV	1410	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
9491	TERRACE DR	1380	4	1	SF	2	Ldn24	58	60	45	57	62	MODsev	NO
9497	MANOR AV	1380	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
9517	BROADMOOR AV	1360	4	1	SF	2	Ldn24	58	57	41	57	62	MOD	NO
9540	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
9566	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9587	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9591	BRIAR LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9595	HICKORY LN	1400	3	1	SF	2	Ldn24	54	63	47	55	61	SEV	NO
9622	MANOR AV	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
9623	FISHER PL	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9631	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9651	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9661	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9669	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9672	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9684	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
9691	HIGHLAND PL	1370	4	1	CM	3	LeqPK	55	60	45	60	66	MOD	NO
9724	BRIAR LN	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9734	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9737	SUNSET LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9746	MARGO LN	1460	2	1	REC	3	LeqPK	55	61	45	60	66	MOD	NO
9748	MANOR AV	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9754	MAPLE LN	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9755	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9757	MANOR AV	1380	4	1	SF	2	Ldn24	58	68	53	57	62	SEV	NO
9759	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
9766	SUNSET LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9767	MANOR AV	1380	4	1	SF	2	Ldn24	58	62	47	57	62	SEV	NO
9779	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	57	44	55	61	MOD	NO
9782	MANOR AV	1390	3	1	SF	2	Ldn24	54	60	50	55	61	MODsev	NO
9786	RIDGE RD	1370	4	1	CM	3	LeqPK	55	65	50	60	66	MODsev	NO
9795	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9852	MANOR AV	1360	4	1	SF	2	Ldn24	58	61	46	57	62	MODsev	NO
9863	HARRISON AV	1410	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9889	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	64	51	55	61	SEV	NO
9899	BRIAR LN	1380	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
9904	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	62	51	55	61	SEV	NO
9906	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	51	55	61	MODsev	NO
9927	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
9948	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
9973	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
9974	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	66	51	57	62	SEV	NO
9978	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
9987	MANOR AV	1390	3	1	SF	2	Ldn24	54	58	52	55	61	MODsev	NO
10001	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
10004	MANOR AV	1380	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10027	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	65	51	55	61	SEV	NO
10038	MANOR AV	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
10040	MANOR AV	1360	4	1	SF	2	Ldn24	58	57	46	57	62	MOD	NO
10051	MANOR AV	1390	4	1	SF	2	Ldn24	58	61	45	57	62	MODsev	NO
10057	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	65	51	57	62	SEV	NO
10058	BRIAR LN	1390	4	1	SF	2	Ldn24	58	66	51	57	62	SEV	NO
10062	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10063	EVERGREEN LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10065	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	62	51	55	61	SEV	NO
10080	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
10083	GARFIELD CT	1380	4	1	SF	2	Ldn24	58	68	52	57	62	SEV	NO
10091	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10106	MANOR AV	1390	3	1	SF	2	Ldn24	54	59	45	55	61	MODsev	NO
10112	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10142	BROADMOOR AV	1360	4	1	SF	2	Ldn24	58	58	43	57	62	MOD	NO
10147	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10155	MANOR AV	1390	3	1	SF	2	Ldn24	54	57	45	55	61	MOD	NO
10166	FISHER PL	1410	3	1	SF	2	Ldn24	54	67	51	55	61	SEV	NO
10189	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10257	GARFIELD AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10286	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10314	EVERGREEN LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10351	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	56	44	55	61	MOD	NO
10358	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	64	51	57	62	SEV	NO
10360	LAWNDALE DR	1390	3	1	SF	2	Ldn24	54	58	44	55	61	MODsev	NO
10362	MANOR AV	1390	3	1	SF	2	Ldn24	54	57	45	55	61	MOD	NO
10374	MANOR AV	1400	3	1	SF	2	Ldn24	54	67	52	55	61	SEV	NO
10377	GARFIELD AV	1390	4	1	SF	2	Ldn24	58	60	44	57	62	MODsev	NO
10382	FREDERICK AV	1360	4	1	SF	2	Ldn24	58	62	46	57	62	SEV	NO
10390	HICKORY LN	1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
10391	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10424	MANOR AV	1400	3	1	SF	2	Ldn24	54	61	45	55	61	SEV	NO
10429	FISHER ST	1410	3	1	SF	2	Ldn24	54	66	51	55	61	SEV	NO
10434	HICKORY LN	1400	3	1	SF	2	Ldn24	54	60	44	55	61	MODsev	NO
10436	MANOR AV	1400	3	1	SF	2	Ldn24	54	60	45	55	61	MODsev	NO
10459	GARFIELD AV	1390	3	1	SF	2	Ldn24	54	59	44	55	61	MODsev	NO
99991	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	61	46	59	65	MOD	NO
99992	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	60	44	59	65	MOD	NO
99993	Pulaski Dr	1190	9	1	SF	2	Ldn24	62	59	43	59	65	MOD	NO