# DEVELOPMENT OF RAILROAD AT-GRADE

## CROSSING PRIORITIZATION

#### INDICES

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# INDICES

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#### CHAPTER I

#### INTRODUCTION

Oklahoma has approximately 4600 at-grade railroad crossings (Appendix B, Figure 10) composed of several class one and class three rail lines throughout the state. With the initiation of federal-aid funding for railroad at-grade intersections in 1976, the national incident rates associated with at-grade crossings began to decline (Appendix B, Figure 11). The current incident rates experienced in the state are comparable to current rates in other states based on the total number of crossings (Appendix B, Figure 12). Oklahoma currently has approximately 4300 at-grade railroad crossings in rural areas. (Appendix B, Figure 13). The focus will remain on a reduction in the total number of incidences throughout the state.

Oklahoma's formula for prioritizing at-grade railroad crossings is made up of three components. The first component is the expression of the level of warning available to the motorist. The second is a factor that defines the most recent incident experience recorded at each crossing (a performance factor); and the last component is an element describing the "probability of conflict", and is a composite of several interacting conditions (ie: train

frequency, crossing angle, and level of motor vehicle usage at each crossing).

The earlier ranking formula used through June 1977 was abandoned because the Oklahoma Department of Transportation had no way of obtaining and maintaining traffic counts at all public grade crossings. The original formula used the following elements, "trains x ADT x protection factor", where the ADT was estimated for traffic volume rather than utilizing weighing of associated elements that contribute to the operational problems at a crossing.

# The Current Prioritization Formula

A review of the current prioritization formula utilized by the State of Oklahoma yielded several observations that could have been easily overlooked without a thorough investigation. The primary importance placed on the level of warning and incident factor follows the overall logic associated with railroad grade crossing safety. Locations that have a relatively high number of incidents or relatively high potential for incident are the locations targeted for warning device improvements. With this reasoning in mind, the original developers of the priority index currently being considered for revision established the basic structure of the formula as a correlation in which the primary components would be level of warning and the incident factor. After a review of several prioritization concepts developed and utilized by various agencies throughout the nation, the author has decided to maintain

the basic formula structure. The focus will be on the development of additional geometric considerations involving data recently collected on all of the public at-grade railroad crossings in the State of Oklahoma, the relative significance of those modifications will directly related to the probability of conflict component.

$$PI = 0.1(P_f)(A_f)(T_f + C_f + (S_f \times E_f))$$
(1)

### Warning Factor $(P_f)$

This factor was considered a primary factor in the formulation because the level of warning available to the motorist greatly influences his reactions to hazard perception at a railroad crossing. Warning is divided into two major sections, the first being "active" and the second "passive". In the coding system, differentiation was made between each type of control; however, when the formula was developed and in the computer program, all locations having a low level of warning (less than 2 Reflectorized Crossbucks) where forced internally to have a  $P_r = 10$ . This latter, internal adjustment was because all crossings in the state are required to conform to the MUTCD minimum requirements at each crossing; it is noted that when you encounter these passive device categories, the degree of hazard compounds rapidly as the availability of signing decreases. Active warning devices include gated, cantilevelered, pedestal, wig wag, and traffic control signals.

Gates	0.5
Cantilever over Traffic Lanes	03
Flashers/Cantilever not over Lanes	04
Wig Wag Signal	05
Traffic Control Signal	06
Flagman	07
2 Reflectorized X' Bucks	10
2 Non-Reflectorized X' Bucks	20*
1 Reflectorized X' Buck	30*
1 Non-Reflectorized X' Buck	45*
No Control	50*

\* Note: In calculating the P.I., all crossings having a Warning factor higher than 10 are "forced" to be 10 (the minimum level of protection to conform to the MUTCD standard is 1 reflectorized X' Buck per roadway approach with associated warning signs and pavement markings where applicable).

# Incident Factor (A<sub>f</sub>)

Likewise, this factor is primary in the formulation. Originally the concept of using raw numbers of crashes was tried, and it was found that the reporting of two property damage accidents over the time period would double the Priority Index for the crossing under study. Therefore, the standard practice of treating fatal and injury accidents equally was followed, and a weighting value was attached to the fatal and/or injury collisions along with a separate lower value for a property damage collision. This, in effect, tempered the incident factors influence on the overall Priority Index.

A<sub>r</sub> = 1 + 0.4 (Number Fatal + Number Injury Accidents) +
0.1 (number Property Damage Accidents) (2)

Factor

#### Train Factor (T<sub>f</sub>)

This factor is one which is a part of the overall expression of the crossing environment, and on its own is not a primary factor and becomes an additive in the "probability of conflict" element. There is a need to express the hazard relationship of the nighttime train frequency, and it was determined that the ratio of nighttime trains to daytrains would provide a reasonable additive to the total number of trains per day utilizing the crossing and a reasonable weighing value for this hazard influence.

# Crossing Factor (C,)

This factor is a part of the overall expression of the crossing environment. The most important element within this factor is the crossing angle, which plays an important role in the difficulty of hazard perception on the part of the motorist. The more skewed the crossing with the roadway, the greater the demand on the motorist in determining the occupancy (or lack of occupancy) of the track; hence the greater chance of perception error, and a greater potential for a hazard.

This factor plays a role in the overall expression of the crossing environment and contributes to the "probability of conflict".

 $S_f = Maximum Time Table Speed / 10$  (5)

### Exposure Factor (E,)

This factor represents an expression of the exposure levels that can be anticipated at a crossing. Because the Oklahoma Department of Transportation has no way of obtaining ADT's at all public grade crossings, an alternate method of expressing exposure had to be developed and incorporated into the formula. (Appendix B, Figure 14). It was determined that a very useable expression could be applied by using the functional street classification. (Appendix B, Figure 15). After several calibration efforts, this element has provided us with a reasonable alternate to the lacking ADT's, and is giving a decent expression of exposure at crossings having well defined service classifications.

Ef = Functional Street Classification + Number School of Buses + Number of Cargo Trucks + Engineering Factor (6)

# Statement of The Problem

The current prioritization formula does not incorporate considerations for sight distance or approach grade

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criteria. Past incident experiences have led to observations that establish a need for consideration of these items. (Appendix B, Figure 16 & 17). The current angle calculations are not angle specific and have created some concerns when the crossing orientation angle in question is near the limits utilized by the current angle coding system. The hazardous material transported via rail has not been included in the previous prioritization. Environmental and safety concerns for areas within close proximity of the railroad have led to a need for consideration of this item.

#### The Proposed Prioritization Formula

The level of warning and incidence factors will continue to be utilized in the same manner as the previous revision of the Oklahoma priority index for railroad atgrade crossing safety improvements.

#### Proposed Train Factors

The elements included in the evaluation of the probability of conflict include the train factor, crossing factor, speed factor and the exposure factor. The train factor includes the number of daytime trains, the number of nighttime trains, the proportion of nighttime to daytime trains, an element that will allow for the inclusion of passenger train data which currently not a consideration in the State of Oklahoma, and the inclusion of recently collected data involving the number of hazardous material

train car loads transported annually on specific rail line segments within the State of Oklahoma.

#### Proposed Speed Factor

The speed factor utilized in the formula is based on the maximum train speed allowed at each specific at-grade crossing based on Federal Railroad Administration track classification, track configuration, and other items that impair train speed restrictions(i.e. yard limits, city ordinances if applicable, or geometric restrictions). The train speed may actually be considered a train factor but has been utilized as a separate speed factor in the formula because of the corporation developed between the speed factor and the exposure factor.

#### Proposed Exposure Factor

The exposure factor is composed of elements that are directly related to the amount of motor vehicle exposure that can be expected to occur at a particular at-grade crossing. Those elements included an inventory of the number of school bus crossings scheduled on a daily (school day) basis, an evaluation of the roadway conducted by the Oklahoma Department of Transportation Planning Division referred to as the functional classification, a code system based on the estimated percentage of cargo trucks expected to utilize the at-grade crossing, and an engineering factor that will allow consideration for extenuating circumstances that may not fall into one of the specific categories of data already established (i.e. demographic considerations, track sight distance, limited access, and industrial or residential development).

### Proposed Crossing Factor

The proposed crossing factor (Appendix A, Figure 6) contains elements which address the number of tracks crossing the roadway at each at-grade crossing, the type of roadway surface, the number of roadway lanes, the inclusion of new data collected for the roadway approach grades and the sight distance outlined by the Federal Highway Administration. (FHWA Railroad, 1986).

#### CHAPTER II

#### **REVIEW OF LITERATURE**

Historical Review of the Prioritization Formulae

Through a literature review the 13 hazard potential models listed in (Appendix A, Table 1) were determined to be used nationwide. Information obtained for 7 of these models--the Coleman-Stewart, Peabody-Dimmick, New Hampshire, Oregon, Utah, City of Detroit, and DOT--provided full documentation on their development, testing, verification, and application. The information found for the remaining 6 was limited to the basic format and the variables they used. Idaho and Mississippi have dropped their original models and now use the DOT model. Ohio, Wisconsin, and North Dakota use modified versions of their original models. Since no states ever used the Contra Costa County model, it could also be dismissed. Of the 7 remaining models, only 6 differ in their basic forms, as the City of Detroit and Utah models use the same formulation.(FAGHRI, 1986).

There are several advantages of using a prioritization index to rank crossings. A mathematical prioritization index enhances objectivity. It can be calculated by computer, thus facilitating conditions change, a

computerized data base can be updated and the prioritization index recalculated.

The prioritization indices or accident prediction formulae commonly used are the Peabody Dimmick Formula, the New Hampshire Index, the National Cooperative Highway Research Program Report 50 Formula (NCHRP 50), and the U.S. DOT Accident Prediction Formula. Several states have developed their own formulae. (FHWA railroad, 1986).

A review of the Peabody Dimmick Formula (Appendix A, Figure 1) published in 1941, based on five years of accident data from 3,563 rural crossings in 29 states is sometimes referred to as the Bureau of Public Roads formula. (FHWA railroad, 1986). This formula was used to determine the predicted number of accidents over a five year period and was the basis of several modern accident prediction analysis. The current procedures for prioritization in the State of Oklahoma utilizes actual accident data and are not based on prediction methods. The New Hampshire Index (Appendix A, Figure 2) and the NCHRP 50 (Appendix A, Figure 3) were also reviewed in an effort to gain an understanding of how prioritization formulas were previously developed even though both of these methods were also based on accident prediction techniques. The U.S. DOT accident Prediction Equations were a culmination of previous prediction processes combined with actual accident information in a manner that would allow for the production of an accident prediction value directly related to actual accident data.

The DOT accident prediction formula combines two independent calculations to produce an accident prediction value. The basic formula provides an initial prediction of accidents on the basis of a crossing's characteristics, similar to other formulae such as the Peabody-Dimmick formula and New Hampshire Index. The second calculation utilizes the actual accident history at a crossing over a determined number of years to produce an accident prediction value. This procedure assumes that future accidents per year at a crossing will be the same as the average historical accident rate over the time period used in the calculation. (FHWA Railroad, 1986).

A study conducted by the National Transportation and Safety Board states that in the number of cases, it was determined that motor vehicle drivers had difficulty crossing safely because obstructions (vegetation, fixed structures, standing/stored railroad cars, terrain, or track curvature) limited the driver's sight distance and, therefore, limited the visibility of the train. (NTSB, 1986).

### Review of Prioritization Elements

During the five year funding administration period conducted by the author, there has been opportunity to discuss crossing safety with other professionals, motorists who regularly cross at the particular at-grade locations being reviewed and numerous railroad employees.

Many of the comments were in regard to sight distance, or lack of sight distance as well as the usual comments regarding the ride quality at the crossings.

It is interesting to note that very few of the prioritization formulas in existence take sight distance into consideration as a parameter when computing priority indices.

Sight distance criteria is probably not included in formulas for determining priority or ranking because it generally is not readily available. Now that Oklahoma has sight distance as an inventory item, consideration should be given to using it in the priority index formula. The State of New Mexico Railroad Safety Program and Railroad Facility Adjustments Policy (NEW MEXICO, June 1992) included the New Mexico Safety Index Rating (Appendix A, Figure 4) which is similar to the Oklahoma prioritization formula in that it is based an actual verified incident data. The New Mexico prioritization formula also has provisions that include sight distance factors which was helpful in developing the sight distance criteria to be included in the revision of the prioritization formula addressed in this study.

#### Sight Distance

Available sight distances help to determine the safe speed at which a vehicle may approach a crossing. There are three sight distances to consider: 1) the distance ahead to the crossing; 2) the distance to and along the track(s) on which a train might be approaching the crossing in either

direction; and, 3) the distance along the track(s) in either direction from a vehicle stopped at the crossing.

In the first case, the distance ahead to the crossing, a driver must determine whether a train is occupying the crossing or there is an active traffic control device indicating the approach or presence of a train. In such a event, the vehicle must be stopped short of the crossing and the available sight distance may be a determining factor limiting the speed of an approaching vehicle.

The minimum safe sight distance along the highway for certain selected vehicle speeds are shown in the bottom of Table 1.

The second sight distance situation utilizes a so called "sight triangle" in the quadrants on the vehicle approach side of the track. The triangle is formed by the following: 1) the distance of the vehicle driver from the track; 2) the distance of the train from the crossing; and, 3) the unobstructed sight line from the driver to the front of the train. The sight triangle is depicted in (Appendix A, Figure 6). The relationships between vehicle speed, maximum train table speed, distance along the highway, and distance along the railroad are shown in Table 1 for several selected highway speeds and train speeds.

In the case of a vehicle stopped at a crossing, the driver needs to see both ways along the tracks to determine whether a train is approaching and estimate its speed. The driver needs to have a sight distance along the tracks that will permit sufficient time to accelerate and clear the

crossing prior to the arrival of a train, even though the train might come into view as the vehicle is beginning its departure process.

(Appendix A, Figure 7) illustrates this maneuver. These sight distances, for a range of train speeds, are given in the column for vehicle speed equal to zero in Table 1.

0 Di	10	20	30	40			
Di			-	-10	50	60	70
	stance	Along	Railro	oad Fr	om Cro	ssing	(ft)
240	145	105	100	105	115	125	135
480	290	210	200	210	225	245	270
720	435	310	300	310	340	370	405
960	580	415	395	415	450	490	540
1200	725	520	495	520	565	615	675
1440	870	620	595	620	675	735	810
1680	1015	725	690	725	790	860	940
1920	1160	830	790	830	900	980	1075
2160	1305	930	890	930	1010	1105	1210
Di	stance	Along	Highwa	ay From	n Cros	sing (	ft)
n/a	70	135	225	340	490	660	865
	240 480 720 960 L200 L440 L680 L920 2160 Di	240 145 480 290 720 435 960 580 1200 725 1440 870 1680 1015 1920 1160 2160 1305 Distance n/a 70	240 145 105 480 290 210 720 435 310 960 580 415 1200 725 520 1440 870 620 1680 1015 725 1920 1160 830 2160 1305 930 Distance Along n/a 70 135	240 145 105 100 480 290 210 200 720 435 310 300 960 580 415 395 1200 725 520 495 1440 870 620 595 1680 1015 725 690 1920 1160 830 790 2160 1305 930 890 Distance Along Highwa n/a 70 135 225	240 145 105 100 105 480 290 210 200 210 720 435 310 300 310 960 580 415 395 415 1200 725 520 495 520 1440 870 620 595 620 1680 1015 725 690 725 1920 1160 830 790 830 2160 1305 930 890 930 Distance Along Highway From n/a 70 135 225 340	240       145       105       100       105       115         480       290       210       200       210       225         720       435       310       300       310       340         960       580       415       395       415       450         1200       725       520       495       520       565         1440       870       620       595       620       675         1680       1015       725       690       725       790         1920       1160       830       790       830       900         2160       1305       930       890       930       1010         Distance Along Highway From Cros         n/a       70       135       225       340       490	240       145       105       100       105       115       125         480       290       210       200       210       225       245         720       435       310       300       310       340       370         960       580       415       395       415       450       490         1200       725       520       495       520       565       615         1440       870       620       595       620       675       735         1680       1015       725       690       725       790       860         1920       1160       830       790       830       900       980         2160       1305       930       890       930       1010       1105         Distance Along Highway From Crossing (         n/a       70       135       225       340       490       660

# Table 1

The following assumption were made for the calculations in Table 1: 1) a 65 foot truck crossing a single track at 90 degrees; 2) flat terrain. Adjustments should be made for unusual vehicle lengths and acceleration capabilities, multiple tracks, skewed crossings, and grades. (TRAFFIC, 1983).

### Approach Grade

The ideal crossing geometry is a 90 degree intersection of track and highway with slight ascending grades on both highway approaches to reduce the flow of surface water toward the crossing. Few crossings have this ideal geometry because of topography or limitations of right-of-way for both the highway and the railroad. Every effort should be made to construct new crossings in this manner.

The sight distance criteria outlined earlier led to the development of stopping distances to the stop line (15 feet from the track) are listed in Table 1. In calculating these distances, a level grade is assumed. If this is not the case, an allowance should be made for the positive or negative effects of grade. (FHWA Railroad, 1986).

The research conducted on the effect of approach grades on the overall effectiveness of railroad warning devices is very limited. It is desirable that the intersection of highway and railroad be made as level as possible from the standpoint of sight distance, rideability, and braking and acceleration distances. Drainage would be improved if the crossing were located at the peak of a long vertical curve on the highway. Vertical curves should be of sufficient length to insure an adequate view of the crossing. For this reason, the approach grade data was requested in the recent inventory conducted on all the public at-grade crossings in the State of Oklahoma.

The safety considerations include the obvious vertical sight distance restrictions placed on an at-grade crossing that either lies on or near the crest or sag of a vertical curve and the clearance restrictions that may be a factor for low clearance vehicles.

Track maintenance can result in raising the track as new ballast is added to the track structure. Unless the highway profile is properly adjusted, this practice results in a "humped" crossing that may adversely affect safety and operation of highway traffic over the railroad. Humped crossings can be of particular concern for vehicles with low underclearances, e.g. "low-boy" trucks. It is possible for these trucks to become caught on the tracks, obviously causing a hazard. (FHWA Railroad, 1986)

### Crossing Angle

The crossing angle continues to play a role in the selection of at-grade crossings for safety improvements. If the intersection between the tracks and the highway cannot be made at right angles, the variation from 90 degrees should be minimized. This layout enhances the driver's view of the crossing and tracks and reduces conflicting vehicular movements from crossroads and driveways. To the extent practical, crossings should not be located on either highway or railroad curves. Roadway curvature inhibits a driver's view of a crossing ahead and a driver's attention may be directed toward negotiating the curve rather than looking for a train. Railroad curvature inhibits a driver's view down the tracks from both a stopped position at the crossing and on the approach to the crossing. Those crossings that are located on both highway and railroad curves present maintenance problems and poor rideability for highway traffic due to conflicting superelevations. Similar difficulties arise when superelevation of the track is opposite to the grade of the highway.

The geometric design of a highway-rail grade crossing involves the elements of alignment, profile, and cross section of both the highway and the railroad facility. All of these elements affect sight distance of the motor vehicle operator at crossing equipped with either passive or active warning devices. The requirements may vary with the type of warning devices used. There is little or nothing the highway designer can do to alter railroad track design; therefore, the railroad facility must be treated as a design constraint and the highway approach alignment, profile, and cross section must be designed to overcome this constraint. (Clements, 1987).

The federal highway administration is aware of some of the safety problems that are associated with at-grade crossing surfaces and have included revisions in the a Federal Aid Safety Funding program to address these types of problems. Examples of qualifying safety concerns are as follows: 1) a crossing with an accident history that is related to surface condition, 2) a crossing that needs to be reconstructed because it is a part of a larger project, and 3) a crossing with special geometric problems. (FHWA Notebook, 1988).

The American Association of State Highway and Transportation Officials have also referenced the problems associated with crossing geometrics. If the approach grade creates a severe distraction of if the crossing surface is in poor condition, the driver's attention may be devoted to choosing the smoothest path over the crossing. This effort may well reduce the attention given to observance of the warning devices or to the primary hazard of the crossing, which is the approaching train. Information regarding various surface types that may be used can be found in "Railroad-Highway Grade Crossing Surfaces". (AASHTO, 1990).

#### Reflectivity

It was brought our attention that there might be a need for collecting data on the reflectivity of crossbucks, however, the reflectivity value was not collected as a part of the grade crossing inventory.

None of the formula reviewed gave consideration to the condition of the crossbuck, however, some formula do, however give different values for reflectorized crossbucks. The manual on Uniform Traffic Control Devices States that: the railroad crossing sign, a regulatory sign, commonly identified as the "crossbuck" sign, as a minimum shall be white reflectorized sheeting or equal, with the words RAILROAD CROSSING in black lettering. As a minimum, one crossbuck sign shall be used on each roadway approach to every grade crossing, alone or in combination with other traffic control device. If there are two or more tracks between the signs, the number of tracks shall be indicated on an auxiliary sign of inverted T shape mounted below the crossbuck. (MUTCD, 1988).

Another section of the MUTCD addresses the requirements of the regulatory and warning signs to read as follows: regulatory and warning signs, unless excepted in the standards covering a particular sign or group of signs, shall be reflectorized or illuminated to show the same shape and color by day and night. (MUTCD, 1988). A specific reference to the level or amount of reflectivity required for these types of signs appears to have been avoided in the MUTCD at this point in time. Direct measurement of reflectivity, while possible, would add a disproportionate cost to the inventory.

Similarly none of the formula reviewed gave consideration to the condition of the controls and the control of any specific category is given the same factor, regardless of condition. The MUTCD simply states that: the typical flashing light signal assembly on a side of the roadway location includes a standard crossbuck sign and, where there is more than one track, an auxiliary "number of tracks" sign, all of which indicate to vehicle operators and

pedestrians at all times the location of a grade crossing. (MUTCD, 1988).

#### Hazardous Material

The procedures currently utilized by most agencies involving crossing prioritization do not address the quantity of hazardous material transported via rail. Most of the consideration given to hazardous material are focused an truck transports and the possibility of a grade crossing collision involving a truck carrying hazardous cargo. It would appear that some additional consideration should be given to the environmental concerns prevalent along a high volume rail line with a large volume of hazardous material cargo. A few states have included an evaluation of high volume rail lines on which significant amounts of hazardous material are routed. The Florida Department of Transportation for example has included provisions in their corridor or systems approach for rail segments where freight trains carry hazardous material in an environment that presents an unacceptable risk of a catastrophic event. (FHWA Railroad, 1986).

## CHAPTER III

#### METHODOLOGY

#### Development of a Neutral Data Base

# Preliminary Analysis of Existing Data

The process of selecting a database from the recently collected data to be utilized in the evaluation of proposed changes in the prioritization formula began by selecting specific segments of an existing database to be included in the analysis. Because of the increasing number of data sets with similar priority indices as the list progressed, the decision was made to increase the overall size of the data segments pulled from the lower end of the priority indices. Further evaluation of the total number of data sets promulgated the decision to concentrate on four or five particular segments of data for the analysis. (Figure 1).

### Establishment of Data Segment Structure

Iterations were conducted to determine how many of the total number of crossings or data sets should be included in each data segment. The number of data sets in each data segment would need to increase by a factor of two in an effort to broaden the segments progressively as the range of priority index values decreased. The range of priority

index values within the data segments had to be established in a mannner that utilized more data sets per segment as the priority index values decreased to effectively evaluate later changes in the prioritization formula. After the number of segments and the number of the data sets to be utilized for each segment was determined, the reference points were selected in an effort to provide a proper distribution throughout the total data base with spacing between the data segment.

The final distribution and size of the data segments was structured to allow for an effective evaluation of the coefficients needed to establish the desirable magnitudes of influence for each formula element, factor, and component. The magnitude of influence would be determined by evaluating the number of data sets changing between segments A, B, C & D, respectively.



Figure 1. Graphical Illustration of Data Set Segments

The first and last data segments were easily established, with the data sets to be used for the evaluation selected shortly thereafter. The data segments

to be pulled from the middle of the listing were a little more difficult to establish in a manner that would provide a distribution that effectively established the data segments over the entire data base. Because of the increasing limits of the segments the second and third data segments had to be established at points equidistant from the mid points of the first and last data segments. After the midpoints of the first and last data segments had been established, the data points between the midpoint of those segments were divided into thirds to establish the midpoints of the second and third data segments. The midpoints of each segment were named evaluation points for future reference and the limits of the second and third data segments were established around the second and third evaluation points respectively.

# Addition of Recently Collected Data

The data recently collected in the statewide at-grade crossing inventory update provided new data to be included in the priority index and a current update of data for the elements included in the existing data base. The revised data was compared with the original data elements and updated accordingly. The new data elements were included in a spreadsheet generated from the actual field data collected, combined with the hazardous train car load data, and the existing data that was not selected for revision. The hazardous train car load data was collected utilizing a questionnaire that was distributed to the Class I railroads operating in the State of Oklahoma.

#### Development of the Data Segments

The data selected from each segment was randomly selected from data sets where information on the new elements to be evaluated was currently available. The decision was promulgated to utilize twenty data sets within each data segment as a representative sample of that perspective segment. The sets were selected from an even distribution within each segment with the exception of the extreme data points of the total data set. Three tenths of a percent of the total data set was excluded at the beginning and end of the total data because of the extremity of the priority indices of those sets relative to the entire data base. The effect on the data segment distribution because of the removal of the extreme data points was considered minute because of the relatively small number of data sets actually excluded.

# Characteristics of the Neutral Data Base Established

The range of the Priority indices establish in each segment are listed in the neutral data table.

Table	2
Neutral	Data

Equation Points	Segn Perce	Segment Analysis Ranges of Segmenter ercentage Segment Segment Pi * U		ment Analysis Ranges of Segment PI Between entage Segment Segment PI * Utilized Segments		Ranges of PI Between Segments	# of Data Sets/Segment	Data Sets
57	2.5	114	0-114	698.67 - 87.00	194.40 - 88.65		20	1A - 20A
						88.65 - 35.34		
1001	5.0	229	887-1115	35.50 - 31.50	35.34 - 31.50		20	21B - 40B
						17.00 - 31.50		
2775	10.0	458	2546-3004	17.00 - 14.00	17.00 - 14.00		20	41C - 60C
						10.20 - 14.00		
4120	20.0	916	3662-4578	10.29 - 0.34	10.20 - 1.10		20	61D - 80D

\* Based on the Exclusion of 0.3 % of the data points at the beginning and end of the total data set.
The priority indices actually used in the evaluation are also listed and illustrate the impact the exclusion of the extreme data points had on the limits of the first and last data segments. The segments established included broad enough ranges in the priority indices both within each respective data segment and between each respective data segment to allow for a successful priority factor evaluation utilizing relative performance methodology.

# Methodology of Data Analysis

The data to be utilized for the analysis was down loaded into a LOTUS spreadsheet from various sources. (Appendix C). The existing data was down loaded from the department IBM mainframe, the field data collected was down loaded from a PARADOX spreadsheet, and the hazardous material train car load data was entered manually. After the data base had been down loaded, the spreadsheet was designed to accommodate the various iterations needed to develop the proper coefficients utilized to develop the proper weighting for the new data elements within the revised formula. The addition of the new data elements also had an effect on some of the existing data elements and formula factors which had to be reweighted by developing some additional coefficients.

# Crossing Angle Element

The crossing angle element included in the crossing factor was redesigned to utilize the actual crossing angle

collected in the new field data. This analysis was conducted on the assumption that the value developed should fall within the limits of the code values being utilized in the previous formula. The analysis included several computer iterations to develop the proper coefficient needed to obtain values within the limits of the previous code values while utilizing the actual angle of the railroad crossing with respect to the roadway alignment. This element was chosen for the first analysis because it was determined that the changes made to the crossing angle element would not have a substantial effect on the overall prioritization process and would be limited to changes that occurred only within the specific data segments.

# Approach Grade Element

The approach grade element was developed utilizing the new field data and would be included as a new element in the crossing factor. This analysis involved several additional computer iterations because it was a totally new data element to be included in the prioritization formula. The analysis was particularly time consuming because of the various combinations of approach grades possible at an atgrade crossing. A preliminary analysis yielded that four combinations of approach grade scenarios existed because of the possibility of a positive or negative approach grade on either approach A or approach B. A loop was developed that would isolate each of the four scenarios and compute the appropriate grade element for each at-grade crossing. The element computed was assigned several coefficients during various iterations in an effort to provide a broad spectrum of values that could be adopted to a suitable range for inclusion into the priority index crossing factor. The value range would be selected after the other elements had been developed and the appropriate weighting would then be determined.

# Sight Distance Element

The sight distance element was developed utilizing the distance criteria included in the Federal Highway Administration Railroad Highway Grade Crossing Handbook. (FHWA Railroad, 1986). The sight distance criteria listed in that publication includes the minimum sight distance requirements for various combinations of motor vehicle and train speeds. The actual sight distance measurements were collected in the new field data and entered into a spreadsheet along with the minimum sight distance criteria mentioned above. The percent adequacy for each respective sight distance quadrant was calculated by dividing the measured sight distance by the minimum desirable sight distance for each train crossing location based on train and motor vehicle speed. The sight distance element was calculated utilizing an average of the percent adequacy for all four sight distance quadrants at each grade crossing. The element computed was analyzed exactly like the approach grade element had been analyzed previously and a broad spectrum of values was established for further analysis

after the remaining elements had been developed and the appropriate coefficients selected.

# Hazardous Material Element

The hazardous material train car load element was developed utilizing the data collected via questionnaire and would be included as a new element in the train factor. This analysis was a combination of the analysis used for the crossing angle element, the approach grade element, and the sight distance element. The analysis involved several computer iterations because it was a totally new element, however, a defined range of values already existed because of the effect the new element would have on the daytime and nighttime train elements. The element computed was developed specifically for a value range that would not distort the existing train factor value.

# Crossing Factor

The crossing factor analysis consisted of combining the culmination of the new crossing factor elements developed during the analysis process and the previously defined crossing factor element into a monogamous crossing factor. The addition of the approach grade element, the sight distance element, and the revised crossing angle element had a substantial effect on the crossing factor values. It was determined that some of the crossing factor elements that were not recently revised would not have the significance in the new crossing factor that they had in the crossing factor

before the revisions were developed. The number of tracks element, the roadway surface element, and the element regarding the number of roadway lanes were evaluated for modifications needed to reasonably substantiate each element in the new crossing factor.

## Train Factor

The train factor values had been significantly reduced in the new formula because of the modifications to the crossing factor. The addition of the Hazardous material train car load element had not created the impact on the train factor that the changes in the crossing factor elements had for the crossing factor. The train factor was evaluated for modifications needed to weight the overall effect needed for the train factor to have a similar effect in the new prioritization formula after the crossing factor modifications had been included.

## Speed Factor

The speed factor values were effected in a manner slightly similar to the train factor values in that they did not have the significance that they had in the original formula. In the case of the speed factor, however, the exposure factor values were also effected because of their product relationship with the speed factor values in the overall prioritization formula. The speed factor was evaluated for the modifications needed to weight the overall effect the product of the speed factor and the exposure

factor would have in the new prioritization formula after these changes in the crossing factor and train factor had been included.

# Overview of the Analysis Methodology

The analysis for each of the factor elements and formula factors mentioned earlier in this chapter were conducted in a similar manner. The data segments defined in the analysis were a major component of the analysis of both the factors and the elements. The individual elements were restructured or added to the formula factors by conducting several computer iterations. The effect of those changes were evaluated by analyzing the number of data sets that were redistributed between the data segments established from the data structure developed earlier in the chapter. A method of determining what weighted effect the data set redistribution had on the outcome of the priority index calculation was also developed. This entailed the calculation of a percentage of the number of data sets redistributed during each iteration versus the total number of data set redistributions possible. A redistribution from one data segment to an adjacent data segment yielded a redistribution value of one. Similarly a redistribution to a data segment two segments away yielded a redistribution value of two, while a three segment jump yielded a redistribution value of three. By this method each individual element to be changed was evaluated and a redistribution percentage calculated to determine the

magnitude of the effect the changes would have in the recalculation of overall priority index. The effect of the changes that the individual elements caused on the redistribution of the priority index resulted in a need to evaluate the formula factors as well. The formula factors were evaluated utilizing methods similar to those used during the evaluation of the individual elements. The analysis became more complex because of the number of elements effected by changes in the formula factors. After the formula factors and the individual elements had been weighted to acceptable levels, the analysis of the entire priority formula began. These analysis were obviously the most complex analysis carried out because of the various combination and effects generated by the changes in the individual elements and the formula factors.

## CHAPTER IV

### FINDINGS

# General Overview

The formulation of the entire methodology transpired from several years of direct experience in utilizing the current priority formula used to select potentially hazardous at-grade railroad crossing for federal-aid safety improvements. The improvements were conducted over a five year period with approximately 20 million dollars appropriated from the Federal Highway Administration. Those improvements included distributions involving priority locations, locations with active warning devices that were considered to have a relatively significant number of incidence, and for the development and implementation of the Oklahoma rail highway safety corridor improvement program. Some additional consideration was given to locations with active warning devices in need of signal lens upgrade from 8 inch to 12 inch lenses, the addition of advanced warning signs and pavement markings at all public locations statewide where a maintenance agreement could be established with the local entity having jurisdiction over the roadway, and passive locations in need of crossbuck sign replacements because of reflectivity concerns.

# Railroad Safety Improvement Projects

The corridor safety improvement program developed over the time period specified has been touted as one of the most aggressive and effective programs of its kind in the nation. The signal upgrade projects have resulted in the reinstallation of the entire signal system in most cases despite concerted efforts to reutilize as much of the existing signal equipment as possible. The signal lens upgrade projects have resulted in the upgrade of over eight hundred signalized locations reutilizing virtually all of the existing signal equipment excluding the lenses. The passive warning device upgrades have been mostly concentrated on the installation of advanced warning signs and pavement markings. The locations receiving crossbuck passive sign installations were selected based on their viability as test sight locations for the research needed to launch a statewide crossbuck program in the future.

# Railroad Corridor Safety Improvements

The corridor improvement program has lead to the development of the procedures needed for projects of this nature, including every facet of development from conception to final installation. The most significant developments were associated with the permanent closure of 25-30 percent of the existing at-grade crossing locations required for federal-aid safety fund precipitation utilizing the corridor concept. Developments were conducted in the initial review stage that focused on potential problems associated with

existing crossing locations and the equipment employed at those locations without mustering a significant amount of liability concerns with regard to the shortcomings of the existing locations and equipment. Significant developments were pioneered in how the information was presented to the local entities, and further developed by those entities within the guidelines of the federal aid safety funding program (Hitz, 1981) and the laws governing those types of improvements in the State of Oklahoma. (Oklahoma, 1991). Design considerations encountered during the finalization of the project development encompassed a large number of engineering fields. Roadways were redesigned to help relieve the inconvenience created by closing grade crossings. Traffic control signals were installed to insure the length of traffic signal que's would not allow motor vehicles to que over the railroad tracks and potentially trap vehicles in the path of an oncoming train. Various signing, striping, and miscellaneous traffic control items were included in all of the corridor improvements. Several drainage concerns either created by the initiation of the corridor project or existing as a result of serious drainage problems experienced by the local entity were also addressed.

The funding for most of the improvements were administered utilizing a 90/10 funding split where the railroad was responsible for 90 percent of the crossing surfaces, and the associated roadway and traffic control improvements. The local entity was responsible for 10

percent of the cost of the signal installation. The railroad occasionally agree to pay the signal improvement funding match on corridor projects in exchange for an agreement from the local entity to close 25-30 percent of the existing at-grade crossings. A certain amount of flexibility had to be included in the railroad safety funding program to accommodate the local entities needs when corridor safety projects were developed.

# General Assumptions and Observations

The development and findings that transpired during the administration of federal-aid grade crossing safety funding from federal fiscal year 1989 - 1990 through federal fiscal year 1994 - 1995 have endowed the author with several experiences that have promulgated much of the reasoning utilized in the priority formula analysis. The major components isolated for further review during these administrative processes include the relative crossing angle of the railroad tracks with the roadway, the roadway approach grades near the railroad tracks, the sight distance triangles near the railroad tracks as defined in the federal guidelines, (FHWA, Railroad, 1986) and the number of hazardous material train car loads passing over the roadway crossing on an annual basis. Reflectivity was not selected as a criteria for further analysis even though it was strongly suggested by several sheeting suppliers and some very prominent traffic experts to be an important factor. Further observation during the Federal-Aid Safety Funding

revealed that most of the significant considerations for active warning device installations and crossing closure were related to geometric concerns. It was determined that reflectivity issues could be addressed by the implementation of a program addressing passive warning device installation and would not be directly related to active warning device installations or low cost sight triangle improvements upon which the main emphasis of the prioritization process revisions would be focused.

# Component Specific Observations

The components selected for inventory and further development were prioritized based on specific incident review observations made over the five year period. The sight distance criteria appeared to play a role in more of the incidents that occurred during the specified time period by specifically limiting the drivers perception of the oncoming train. (Appendix B, Figures 16 & 17). The approach grade appeared to also be a significant role player in several of the incidents reviewed either by a direct distraction from the oncoming train itself or an indirect distraction created by limited roadway visibility. The crossing angle coding values utilized in the previous prioritization formula had created some situations that raised questions about any type of angle data calculation that was not specific to the degree of the angle. (Appendix B, Figures 18 & 19). The consideration given to the hazardous material train car loadings arose from concerns by

local entities that train derailments involving hazardous material created a significant risk for areas in close proximity to the train tracks. Some consideration was given to developing the approach grade criteria with the hazardous material criteria into the exposure factor, however, the data received from the questionnaire was more suitable for development into the train factor of the priority index. An observation was formulated that, lead to a prioritization with the sight distance criteria having the most impact on the overall prioritization index closely followed by the hazardous material train data having a less significant impact closely followed by the revised crossing angle criteria.

# Factor and Element Analysis

The actual weighting of the various elements to be altered or included in the final priority index formula were analyzed by computer analysis based on changes in the data sets which led to the redistribution of data sets between the four data segments identified during the development of the neutral data base. The data sets redistributed from one data segment to another data segment were recorded and a percentage assigned based on the actual redistribution versus the maximum redistribution possible. The redistribution percentages were manipulated by various computer iterations to desirable levels based on the observations developed over the five year period and the objectives established from those observations. The

elements were manipulated in a logical manner that allowed for the proper development of each element, formula factor, and finally the overall priority index formula.

# Crossing Angle Element

The objective of the crossing angle element analysis was to develop a crossing factor element that would be specific to the angle of orientation between the roadway and the railroad tracks. This element was developed in a manner that would not have a significant impact on the crossing factor because it had been included in the previous crossing factor calculations and needed to be developed in a manner that would yield angle specific results similar to the previous coding ranges. The final component consisted of calculations based on a coefficient divided by the sine of the crossing orientation angle. The desirable coefficient of the element was determined to be five, which yielded results similar to the original results and angle specific. (Appendix C, Tables 4 & 5). The impact on the data sets was limited to changes which yielded a zero percent change in redistribution between data segments. This criteria met the objective established for developing an angle specific crossing angle element.

AANGLE ELEMENT = 5 x 
$$(\frac{1}{\sin \theta})$$

(7)

#### Approach Grade Element

The objective of the approach grade element analysis was to develop a crossing factor element that would establish proper weighting for the four combinations of the approaches that were possible based on the existence of positive or negative grades on either roadway approach. Previous observations had illustrated the existence of more severe vertical sight distance problems on locations where the track crossed the roadway at a point that was near the top of a crest vertical curve or near the bottom of a sag vertical curve in the roadway. Further observations isolated the fact that a track crossing near the top of a crest vertical curve in the roadway has a much more common occurrence and created a situation where oncoming vehicle traffic could not be detected. Locations having similar approach grades on either side of the track were observed to be a less severe problem with approach grades equal to zero being the best case scenario. With these observations in mind, the approach grade element was calculated by disseminating between the four scenarios mentioned earlier. The value of the approach grade element for the two scenarios involving similar approach grades on either side of the railroad tracks was calculated by taking the absolute value of the difference between the approach grade values.

 $GRD = |A - B|; \quad (A \le 0, B \ge 0), \quad (A \ge 0, B \le 0)$ (8)

The approach grade element value for the scenario involving a track crossing near the top of a crest vertical curve in the roadway was calculated by summing the individual absolute values of each approach grade.

$$GRD = |A| + |B|; (A>0, B<0)$$
(9)

The approach grade element value for the scenario involving a track crossing near the bottom of a sag vertical curve in the roadway was calculated by taking half of the value of the sum of the individual absolute values of each approach grade.

$$GRD = 0.5 \times (|A| + |B|); (A<0, B>0)$$
(10)

The grade element value for the roadway sag vertical curve scenario was determined to less detrimental to the detection of oncoming vehicles and occurred far less frequently than the roadway crest scenario. The coefficient needed for the implementation of the grade element into the crossing factor was determined to be within a range between two and five. (Appendix C, Tables 6 - 11). The final determination to be developed when both the approach grade element and the sight distance element were added to the crossing factor.

# Sight Distance Element

The objective of the sight distance element analysis was to develop a sight distance factor that would take into consideration the sight distance criteria outlined in the

federal railroad grade crossing railbook for all four sight distance quadrants at a particular grade crossing location. (FHWA Railroad, 1986). This element was developed in a manner that would allow for an analysis of all four quadrants with a computation of the average percent adequacy based on the measured sight distance and minimum sight distance requirements outlined in the federal railroad grade crossing handbook. (FHWA Railroad, 1986). The observations made over the five year period of funding administration have isolated this particular criteria as a very important consideration in the driver perception near an at-grade crossing. (Appendix B, Figure 16 & 17). The sight distance element was calculated by utilizing the average of the sum of the percentage of measured sight distance versus minimum required sight distance for the northeast, northwest, southeast and southwest sight distance quadrants.

$$AVG \ \ SD = 0.25 \ x \left[ \frac{NEMD}{NEMSD} + \frac{NWMD}{NWMSD} + \frac{SEMD}{SEMSD} + \frac{SWMD}{SWMSD} \right]$$

(11)

The coefficient needed for the implementation of the sight distance element into the crossing factor was determined to be within a range of ten to fifteen. (Appendix C, Tables 12 - 15). The final determination to be developed during the evaluation of the crossing factor itself.

## Hazardous Material Element

The objective of the hazardous material train car load element analysis was to develop a hazardous material element that could be included in the train factor without creating a significant effect on the daytime, nighttime, and the ratio of nighttime to daytime train elements. The value limits to be utilized were based on a train frequency equivalence ratio. The data recently collected for hazardous material had value ranges from 0 to 11,000 loads annually. An analysis of the nighttime and daytime train element illustrated a significant change in the train factor when the elements were reduced or increased by a value of five. A decision was made based on the train element data analysis, to restrict the hazardous material factor to a value approximately equal to a value of five. The hazardous material element values would be transferred into equivalent train frequency values by dividing the total number of annual hazardous material train car loads by 2000. (Appendix C, Table 16). The train factor was modified to include daytime trains, nighttime trains, the ratio of nighttime to daytime trains and the hazardous material element.

$$TF = D_T + N_T + \frac{N_T}{D_T} + \frac{H_M}{2000}$$

(12)

# Crossing Factor

The objective of the crossing factor analysis was to develop a crossing factor formula that would include the new data elements, revise the existing data elements, to

acceptable levels and provide an analysis of the effect of the new crossing factor on the overall prioritization formula. The inclusion of the angle element involving the actual crossing angle did not create changes that redistributed data sets between the specified data segments; and created very little effect on the crossing factor. The approach grade element and sight distance element were previously isolated as elements that should a relatively significant effect on not only the crossing factor but also on the overall prioritization formula. The approach grade analysis conducted earlier had resulted in the development of a realistic overall segment redistribution percentage range of 11.25 percent to 18.75 percent. (Appendix C, Tables 6 - 11). The sight distance analysis resulted in the development of a realistic overall redistribution percentage range of 11.25 percent to 15.00 percent. (Appendix C, Tables 12 - 15). It became very obvious that an overall redistribution percentage would have to be selected for these elements that would represent an approximate weighting for each element and establish the basis for computer iterations utilized to restructure the priority formula. The sight distance element had been established earlier as the most important element to be restructured followed closely by the approach grade element. Several computer iterations were conducted utilizing various combinations of coefficients for both the sight distance and approach grade elements. The iteration selected as the basis for the restructuring of the crossing factor included a

redistribution percentage of 15 percent created by a coefficient of 15 for the sight distance element (Appendix C, Table 15) and a redistribution factor of 12.5 percent created by a coefficient of 2.25 for the approach grade element. (Appendix C, Table 11). Further observation revealed that the element regarding the number of tracks would need to be revised in an effort to maintain the influence of a multi-track scenario in the crossing factor. (Appendix B, Figure 20). The elements regarding the number of lanes and surface type had been determined to have a negligible roll in the original crossing factor because of their relationship with traffic volumes and functional classification. (Appendix B, Figures 21 & 22). This led to the observation that these items would be less important in the crossing factor with the addition of sight distance and approach grade criteria. The number of tracks element was evaluated and a redistribution percentage of 3.75 percent created by a coefficient of 2.00 was established. (Appendix C, Table 17). The overall redistribution percentage created by all the crossing factor element changes was calculated to be 17.50 percent and was considered a reasonable amount because of the significance of the sight distance element and approach grade changes. (Appendix C, Table 18). This completed the initial evaluation of the crossing factor. The crossing factor formula developed during the analysis was subject to a performance evaluation after the additional factors in the prioritization formula had been revised and evaluated.

$$CF = 5.0 \times \left(\frac{1}{\sin \theta}\right) + 2.0 \quad (TRK) + S + \frac{LN}{2} + 2.25 \times GRD + 15 \times \left(\frac{1}{A^{3}SD}\right)$$

where:

θ	=	crossing angle
TRK	=	number of tracks
S	=	roadway surface type
LN	=	number of roadway lanes
GRD	=	grade element
A%SD	=	sight distance element

#### Train Factor

The objective of the train factor analysis was to determine a coefficient that would allow the train factor to maintain an acceptable level of influence on the overall priority formula after the crossing factor coefficient had been established and the hazardous material element had been included in the train factor. It was determined that the train factor weighting would need to be increased to maintain an appropriate level of influence based on the 17.50 percent increase calculated for the revised crossing factor. (Appendix C, Table 18). Several computer iterations led to the selection of a coefficient of 5 which yielded a redistribution percentage of 8.75 percent or half of the redistribution percentage calculated for the revised crossing factor. (Appendix C, Table 19). This percentage redistribution would allow the train factor to remain a major component of the overall priority formula while allowing the crossing factor elements selected to play a major role in the prioritization process, to remain a more important component in the overall revised priority formula.

$$TF = 5 \times [(DT + NT) + (\frac{NT}{DT}) + (\frac{HAZMAT}{2000})]$$

(14)

where:

DT	= daytime trains
NT	= nighttime trains
HAZMAT	= hazardous material rail car annual loads

#### Speed Factor

The objective of the speed factor analysis was to determine a coefficient that would maintain the effect of the speed factor on the overall priority formula after the crossing factor formula and train factor formula had been revised. The speed factor was uniquely associated with the exposure factor within the "probability of conflict" component of the overall prioritization formula because they were previously and consequently summed with the crossing factor and the train factor. The fact that the speed factor was multiplied by the exposure factor led to two interesting observations. The effect on the exposure factor by the revision of the crossing factor and train factor could be offset with the revision of the speed factor and speed factor revisions smaller in magnitude would have an effect similar to the train factor and crossing factor on the overall redistribution percentage. Several computer iterations led to the selection of a coefficient of 0.5 for the speed factor which yielded a redistribution percentage of 3.75 percent or approximately 20 percent of the redistribution percentage calculated for the revised crossing factor.

(Appendix C, Tables 20 & 21). This percentage redistribution would allow the speed factor and the exposure factor to maintain a significance in the overall priority formula similar to the amount developed for the revised train factor with regard to the revised crossing factor.

 $SF = \frac{TRAINSPEED}{2}$ 

# General Information

The revisions conducted in an effort to include the new data elements were limited to the factors in the "probability of conflict" component. The incident component and warning component were not affected by the changes and will continue to function as they have in the previous prioritization formula. These components have been previously designed to have an influence to directly on all of the elements included in the "probability of conflict" component. The final computer iteration conducted for the complete revision of the overall prioritization formula led to a redistribution percentage of 3.75 percent. (Appendix C, Table 22). Final observations concluded that the sight distance, approach grade, crossing angle, and hazardous material elements had been successfully weighted based on the earlier limits established for each reflective criteria. The revised formulas are illustrated in their entirety. (Appendix A, Figure 6).

#### CHAPTER V

#### SUMMARY

The findings of the prioritization formula evaluations and revisions were developed in a manner that retained the basic structure of the 1977 revision of the formula. The warning factor and incident factor were not changed because they were considered to be effective in the description of the level of warning provided to the motorist and the performance of the existing level of warning respectively. The alterations developed during this report were focused primarily on the "probability of conflict" and the need for additional considerations to be incorporated into the calculations regarding that component. An early evaluation led to a prioritization of the elements to be included or revised in the prioritization formula. The sight distance element was selected as the primary element for revision based on past incident and administrative problems associated with lack of visibility or sight triangle obstructions. The sight triangle data collected for the development of the sight distance element was limited specifically to the scenario involving a motor vehicle approaching the crossing at the specified roadway speed limit. (Appendix A, Figure 7). The scenario involving a motor vehicle stopped at the crossing commonly referred to

as "track sight distance" was not included in the data collection. (Appendix A, Figure 8).

The original assessment of the "track sight distance" revealed that a number of the at-grade crossing locations would not have track sight distance obstructions in areas where routine maintenance by the railroad included the clearance of vegetation and other obstructions from the railroad right-of-way. The time needed to collect the additional data needed for track sight distance evaluation was estimated to result in a 33 percent increase of the total crossing evaluation time and considered cost prohibitive. The track sight distance problems associated with vertical sight distance constraints, horizontal sight distance constraints, or obstructions will be addressed utilizing the engineering element incorporated into the revised formula for items or situations not addressed elsewhere within the formula.

The approach grade element was also considered a primary element for revision because of past incident experiences and the relationship between approach grades and sight distance criteria. The criteria set forth in the Railroad-Highway Grade Crossing Manual (FHWA Railroad, 1986) are based on the assumption that the approach grade is at or near zero and appropriate adjustments need to be included for locations where that is not the case. Other factors associated with driver perception were also considered in the development and inclusion of the approach grade element. The crossing angle element was revised as a secondary element is an effort to develop an angle specific utilization of the recently collected data. The original weighting associated with various ranges of crossing angles created situations that disperportionaly assigned element values for angles lying near the extreme limits of the designated ranges.

The hazardous material element was developed in an effort to address environmental concerns generated from the transport of hazardous material via rail. The current population data associated with rail segments within the state was not readily available, therefore, the element was developed based on train frequency equivalence. Special considerations will be given to rail segments routed through highly populated areas by utilization of the engineering factor incorporated into the existing formula.

The reflectivity was not directly measured during the inventory or included in the prioritization formula. It was estimated that measuring the reflectivity would increase the time spent at a site from 15 percent to double the amount of time, depending on a variety of circumstances. The formula revisions were focused primarily on items that could not be easily addressed by system wide projects. The replacement of crossbuck signs, advanced warning pavement markings, and advanced warning signs were considered system projects that could be addressed without detailed information. These types of system projects would not require the level of

engineering judgment needed for signal or geometric improvements.

The final prioritization formula developed during the report incorporated the elements mentioned earlier in a manner that allows for a complex evaluation of the criteria selected to be included in the overall prioritization of atgrade crossing locations for funding administration. The changes made to the 1977 revision of the formula created a need to revise some of the elements in the "probability of conflict" component. These elements were revised to accommodate the inclusion of the new elements while retaining an appropriate level of influence themselves. The increase in complexity of the formula resulted from the computerized development of the elements, factors, and coefficients. Previous revisions to the formula were conducted without the aid of the computer technology available today.

The final revisions resulted from an in depth review of several state and federal ranking indices. The final revision of the proposed formula was patterned after existing ranking indices that utilized actual accident data and incorporated the sight distance criteria developed by the federal highway administration (FHWA Railroad, 1986).

#### CHAPTER VI

# CONCLUSIONS AND RECOMMENDATIONS

It appears that there is no one overpowering "right" model, but models developed to meet the needs of each individual agency. (PENNEY, 1994). Most of the prioritization methods required are driven in some manner available by vehicle ADT and accident prediction methodology. ODOT has previously concluded that ADT is not available on a continuing basis for a significantly large portion of its crossings. ODOT has opted alternatively to use functional classification in its formula, give consideration to more factors, and use actual accident experience. ODOT's formula works well and has been modified to take into account non-availability of vehicle traffic counts, by utilizing functional classification. One state, New Mexico, includes sight distance as a factor in its formula and Oklahoma now has sight distance data available which has been utilized in the revised formula.

The revised prioritization formula will establish the presence of the sight distance and approach grade criteria into the existing prioritization formula. The revised prioritization will be more focused on locations with geometric concerns that need the specific improvements available through federally funded safety improvements

projects. These improvements will not be limited strictly to signalization because many of the concerns will be associated with the sight distance triangles which may be address through low cost projects to clear obstructions. The values will be extremely unique to each location because of the elimination of some abstract values utilized in the previous prioritization.

The revised formula will delineate areas that may need to be evaluated for environmental concerns associated with problems resulting from hazardous material spills. An increased awareness can be provided for areas with greater population along hazardous material routes and hazardous material routing can be evaluated in the future. Numerous hazardous index formulas have been developed to assess the relative potential hazard at a railroad grade crossing on the basis of various combinations of its characteristics. Although no single formula has universal acceptance, each has its own values in establishing an index, that when used with sound engineering judgment, provides a basis for a selection of the type of warning devices to be installed at a given crossing. (AASHTO, 1990).

The author would like to recommend that serious consideration be given to the utilization of the revised formula after it has been reviewed by a private consultant for validity and an unbiased opinion. The procedures associated with the utilization of the revised formula should be evaluated for any legal concerns that may be created after implementation. The selection of locations will require a thorough working knowledge of the formula, its components, factors, and each individual element. Training for the utilization of the formula is recommended for any individual assigned the task of selecting locations for improvements. The revised formula should be evaluated periodically for modifications that will enhance the selection capabilities needed to eliminate problem areas arising in the future. The revised formula or any future revision of the formula should never be utilized without an on-site review of the selected location providing an opportunity to incorporate sound "engineering judgment" into all final decisions. Computer generated selection processes are not an acceptable substitute for engineering judgment.

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APPENDIX A

# PRIORITIZATION EQUATIONS AND INFORMATION

Nationally Recognized Models for Predicting Hazard Potential

Coleman-Stewart Peabody-Dimmick Mississippi New Hampshire Ohio Wisconsin Contra Costa County Oregon North Dakota Rating System Idaho Utah DOT

Source: (Faghri, 1986)

$$A5 = 1.28 (v 0.170)(r 0.151) + K$$

where:	Α5	=	Expected number of accidents in 5 years
	v	=	AADT, Annual average daily traffic
	Т	=	Average daily train traffic
	Ρ	=	Protection coefficient
	Κ	=	Additional parameter

Figure 2. Peabody-Dimmick Formula (Bureau of Public Roads)

 $HI = (V) (T) (P_f)$ 

where:	ΗI	= Hazard Index
	v	= AADT, Annual average daily traffic
	т	= Average daily train traffic
	$P_{f}$	= Protection coefficient
	1	= 1.00 for crossbuck
		= 0.20 for flashing lights
		= 0.11 for gates
		= 0.34 for wig wag & bells
		= 0.58 for all signs
		= 1.50 for no signs / signals

Figure 3. New Hampshire Index

Automatic gates:

$$X = 0.00866 + 0.00036 (ADT),$$

or

$$EA = (\frac{ADT}{100}) \ 0.00866 + 0.00036 \ (ADT)$$

All other traffic control devices:

$$X = 0.00499 + 0.00036 (ADT),$$

$$EA = (\frac{ADT}{100}) \ 0.00499 + 0.0036 \ (ADT)$$

where:	X =	Probability of incidental vehicle and
		train arrival scaled by 10°
	ADT =	Average daily traffic
	EA =	Expected number of accidents per year.

Figure 4. NCHRP 50 Hazard Index

Source: (Schoppert, 1986)
SIR = (Train ADT x HWY ADT x Protection Factor) SDF x TS x AHF 100

SDF Sight Distance Factor Protection Factor No Restrictions 1.0 Gates ----- .11 1.2 Restrictions 1 Quadrant Lights----- .20 Restrictions more than 1.5 Wig Wags---- .34 one quadrant Signs-----.58 X-Bucks---- 1.00 тs Train Speed None---- 2.00 AHF = Accident History Factor = 1 + (A, and/or B, and/or C) A = 0.1 for each property damage accident B = 0.2 for each injury accident C = 0.3 for each Fatal Accident

Figure 5. New Mexico Safety Index Rating

$$PI = 0.1(WF)(IF)$$
  $TF + CF + (SF x EF)$ 

where: 
$$TF = Train Factor$$
  
= 5  $\left[ NT + DT + (NT/DT) + (HAZMAT/2000) \right]$ 

$$CF = Crossing Factor = 5 x (1/SIN 0) + (2 x TRK) + S + (LN/2) + (2.25 x GRD) + 15(1/A%SD)$$

SF = Speed Factor = TS/2

where: NT = Nighttime trains DT = Daytime trains HAZMAT = Annual hazardous material train car load  $\theta$  = Track crossing angle with the roadway TRK = Number of tracks S = Surface type LN = Number of roadway lanes GRD = Grade element A%SD = Sight distance element TS = Maximum train speed FSC = Functional street classification SB = Number of school buses TCC = Number of cargo trucks K = Engineering factor

Figure 6. Proposed Prioritization Formula

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## Figure 7. Crossing Sight Distance



Figure 8. Sight Distance for a Vehicle Stopped at Crossing

April 12, 1993

Mr. E. A. Wilson Public Works Engineer Burlington Northern Railroad 6851 N.E. Loop 820, Suite 300 Fort Worth, Texas 76180-6612

Re: Hazardous Material Rail Shipments in the State of Oklahoma

Dear Mr. Wilson:

We are currently in the process of compiling information necessary to evaluate the routing and frequency of Hazardous Material Rail Shipments in the State of Oklahoma. We would like to ask that you please submit data for the most recent calendar year of any Hazardous Material rail shipments on major line segments operated by your Railroad in Oklahoma.

The information in which we are particularly interested includes: the STCC number, STCC description, number of car loads, number of intermodal loads, and the total number of loads. We would appreciate the information in a format similar to the example enclosed, including annual totals for each line segment.

Your immediate attention on this matter would be greatly appreciated. Our intent is to compile this information by May 31, 1993.

Further questions should be directed to Mr. Joe R. Kyle or Mr. Jack W. Webb of the Traffic Engineering Railroad Safety Section at (405) 521-2861.

Sincerely,

Jacques C. Mabry, P. E. Chief Traffic Engineer

JCM:JWW:dsg

Enclosure

APPENDIX B

RAILROAD GRADE CROSSING STATISTICS



Figure 10. Number of Public Crossings by State, 1993 Source: (FRA, 1993).



For accidents use scale on left axis, casualties use scale on right axis.

## Figure 11. Summary of Accidents/Incidents and Casualties at Public Highway-Rail Crossings.



## Figure 12.

Motor Vehicle Accidents/Incidents at Public Highway-Rail Crossing, 1993 Source: (FRA, 1993).

Alabama	State	Urban	Rural	Total
Alaska       88       139       227         Arizona       474       478       952         Arkansas       1,301       2,043       3,344         California       5,882       2,193       8,075         Colorado       747       1,404       2,151         Connecticut       239       131       370         Delaware       61       194       255         Dist of Columbia       37        37         Florida       2,374       1,714       4,088         Georgia       2,251       4,070       6,321         Hawai        6       6         Idaho       2,374       1,714       4,088         Georgia       2,251       4,070       6,321         Hawai        6       6         Idaho       2,374       1,714       4,088         Inciana       2,917       3,869       6,786         Iowa       1,632       3,674       5,306         Kansas       1,404       6,635       8,040         Kentucky       740       1,941       2,681         Louisiana       1,703       2,144       3,84	Alabama	1.910	2,199	4,109
Arizona       474       478       952         Arkansas       1,301       2,043       3,344         California       5,882       2,193       8,075         Colorado       747       1,404       2,151         Connecticut       239       131       370         Delaware       61       194       255         Dist of Columbia       37        37         Florida       2,374       1,714       4,088         Georgia       2,251       4,070       6,321         Hawaii        6       6         Idaho       2,677       1,324       1,591         Illinois       3,942       6,399       10,341         Indiana       2,917       3,869       6,786         Iowa       1,632       3,674       5,306         Kansas       1,404       6,636       8,040         Kentucky       740       1,941       2,681         Louisiana       1,703       2,144       3,847         Maine       239       646       885         Maryland       528       1,72       700         Mississippi       1,138       1,892 <td>Alaska</td> <td>88</td> <td>139</td> <td>227</td>	Alaska	88	139	227
Arkansas	Arizona	474	478	952
California       5,882       2,193       8,075         Colorado       747       1,404       2,151         Connecticut       239       131       370         Delaware       61       194       255         Dist of Columbia       37        37         Florida       2,374       1,714       4,088         Georgia       2,251       4,070       6,321         Iulinois       2,274       1,714       4,088         Georgia       2,251       4,070       6,321         Iulinois       3,942       6,399       10,341         Indiana       2,917       3,869       6,786         Iowa       1,632       3,674       5,306         Kansas       1,404       6,636       8,040         Kentucky       740       1,941       2,681         Louisiana       1,703       2,144       3,847         Maine       239       646       885         Maryland       2,380       3,436       5,816         Minnesota       1,494       3,825       5,319         Missisisipi       1,138       1,892       3030         Missouri       1,	Arkansas	1.301	2.043	3,344
Colorado	California	5.882	2,193	8,075
Connecticut	Colorado	747	1,404	2,151
Delaware	Connecticut	239	131	370
Dist of Columbia.       37        37         Florida	Delaware	61	194	255
Florida       2,374       1,714       4,088         Georgia       2,251       4,070       6,321         Hawaii        6       6         Idaho       267       1,324       1,591         Illinois       3,942       6,399       10,341         Indiana       2,917       3,869       6,786         Iowa       1,632       3,674       5,306         Kansas       1,404       6,636       8,040         Kentucky       740       1,941       2,681         Louisiana       1,703       2,144       3,847         Maryland       528       172       700         Massachusetts       843       349       1,192         Michigan       2,380       3,436       5,816         Minnesota       1,578       3,297       4,875         Montana       281       1,256       1,537         Nebraska       550       3,553       4,103         Nevada       221       282       503         New Jersey       1,362       548       1,910         New Mexico       203       2,871       4,894         North Dakota       252	Dist of Columbia.	37		37
Georgia       2,251       4,070       6,321         Hawaii        6       6         Idaho       267       1,324       1,591         Illinois       3,942       6,399       10,341         Indiana       2,917       3,869       6,786         Iowa       1,632       3,674       5,306         Kansas       1,404       6,636       8,040         Kentucky       740       1,941       2,681         Louisiana       1,703       2,144       3,847         Maine       239       646       885         Maryland       528       172       700         Massachusetts       843       349       1,192         Michigan       2,380       3,436       5,816         Minnesota       1,494       3,825       5,319         Missouri       1,578       3,297       4,875         Montana       281       1,256       1,537         Nevada       62       193       255         New Hampshire       221       282       503         New Marpshire       252       4,453       4,707         New York       1,523       1,7	Florida	2.374	1,714	4,088
Hawai        6       6         Idaho	Georgia	2,251	4,070	6,321
Idaho.       267       1,324       1,591         Illinois.       3,942       6,399       10,341         Indiana.       2,917       3,869       6,786         Iowa.       1,632       3,674       5,306         Kansas.       1,404       6,636       8,040         Kentucky.       740       1,941       2,681         Louisiana.       1,703       2,144       3,847         Maine.       239       646       885         Maryland.       528       172       700         Massachusetts.       843       349       1,192         Michigan.       2,380       3,436       5,816         Minnesota.       1,494       3,825       5,319         Mississippi.       1,138       1,892       3,030         Missouri.       1,578       3,297       4,875         Montana.       281       1,256       1,537         Nebraska.       550       3,553       4,103         Nevada.       62       193       255         New Mexico.       240       577       817         New Mexico.       240       577       817         New Mexico. <td< td=""><td>Hawaii</td><td></td><td>. 6</td><td>. 6</td></td<>	Hawaii		. 6	. 6
Illinois	Idaho	267	1,324	1,591
Indiana       2,917       3,869       6,786         Iowa       1,632       3,674       5,306         Kansas       1,404       6,636       8,040         Kentucky       740       1,941       2,681         Louisiana       1,703       2,144       3,847         Maine       239       646       885         Maryland       528       172       700         Massachusetts       843       349       1,192         Michigan       2,380       3,436       5,816         Minnesota       1,494       3,825       5,319         Mississippi       1,138       1,892       3,030         Missouri       1,578       3,297       4,875         Montana       281       1,256       1,537         Nebraska       550       3,553       4,103         Nevda       62       193       255         New Hampshire       221       282       503         New Jersey       1,362       548       1,910         New Mexico       252       4,453       4,705         Ohio       3,354       3,546       6,900         Okiahoma       317	Illinois	3,942	6,399	10,341
Iowa	Indiana	2,917	3,869	6,786
Kansas       1,404       6,636       8,040         Kentucky       740       1,941       2,681         Louisiana       1,703       2,144       3,847         Maine       239       646       885         Maryland       528       172       700         Massachusetts       843       349       1,192         Michigan       2,380       3,436       5,816         Minnesota       1,494       3,825       5,319         Missigsippi       1,138       1,892       3,030         Missouri       1,578       3,297       4,875         Montana       281       1,256       1,537         Nebraska       550       3,553       4,103         Nevada       62       193       255         New Hampshire       221       282       503         New Jersey       1,362       548       1,910         New Mexico       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Oktahoma       117       4,337       4,654         Oregon       1,028 <td>Iowa</td> <td>1,632</td> <td>3,674</td> <td>5,306</td>	Iowa	1,632	3,674	5,306
Kentucky	Kansas	1,404	6.636	8,040
Louisiana	Kentucky	740	1,941	2,681
Maine.       239       646       885         Maryland.       528       172       700         Massachusetts       843       349       1,192         Michigan.       2,380       3,436       5,816         Minnesota       1,494       3,825       5,319         Mississippi       1,138       1,892       3,030         Missouri       1,578       3,297       4,875         Montana       281       1,256       1,537         Nebraska       550       3,553       4,103         Nevada       62       193       255         New Hampshire       221       282       503         New Jersey       1,362       548       1,910         New Mexico       240       577       817         New York       1,523       1,791       3,314         North Carolina       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Okiahoma       1,028       1,340       2,368         Pennsylvania       2,941       2,707       5,648         Rhode Island<	Louisiana	1,703	2,144	3.847
Maryland	Maine	239	646	885
Massachusetts       843       349       1,192         Michigan       2,380       3,436       5,816         Minnesota       1,494       3,825       5,319         Mississippi       1,138       1,892       3,030         Missouri       1,578       3,297       4,875         Montana       281       1,256       1,537         Mebraska       550       3,553       4,103         Nevada       62       193       255         New Hampshire       221       282       503         New Jersey       1,362       548       1,910         New Mexico       240       577       817         New York       1,523       1,791       3,314         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Oklahoma       2,941       2,707       5,648         Pennsylvania       2,941       2,707       5,648         Rhode Island       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee	Maryland	528	172	700
Michigan	Massachusetts	843	349	1,192
Minnesota       1,494       3,825       5,319         Mississippi       1,138       1,892       3,030         Missouri       1,578       3,297       4,875         Montana       281       1,256       1,537         Nebraska       550       3,553       4,103         Nevada       62       193       255         New Hampshire       221       282       503         New Jersey       1,362       548       1,910         New Mexico       240       577       817         New Mexico       2,023       2,871       4,894         North Carolina       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio	Michigan	2.380	3.436	5.816
Mississippi       1,138       1,892       3,030         Missouri       1,578       3,297       4,875         Montana       281       1,256       1,537         Nebraska       281       1,256       1,537         Nebraska       62       193       255         New Hampshire       62       193       255         New Hampshire	Minnesota	1,494	3.825 ·	5,319
Hissouri       1,578       3,297       4,875         Montana       281       1,256       1,537         Nebraska       550       3,553       4,103         Nevada	Mississippi	1,138	1,892	3,030
Hontana	Missouri	1.578	3,297	4,875
Nebraska	Montana	281	1,256	1,537
Nevada       62       193       255         New Hampshire       221       282       503         New Jersey       1,362       548       1,910         New Mexico       240       577       817         New York       1,523       1,791       3,314         North Carolina       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Oklahoma       317       4,337       4,654         Oregon       1,028       1,340       2,368         Pennsylvania       2,941       2,707       5,648         Rhode Island       123       5       128         South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia <td>Nebraska</td> <td>550</td> <td>3,553</td> <td>4,103</td>	Nebraska	550	3,553	4,103
New Hampshire       221       282       503         New Jersey       1,362       548       1,910         New Mexico       240       577       817         New York       1,523       1,791       3,314         North Carolina       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Oklahoma       317       4,337       4,654         Oregon       1,028       1,340       2,368         Pennsylvania       2,941       2,707       5,648         Rhode Island       123       5       128         South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       1,390       1,633       3,023         West Virginia       1,394       2,257	Nevada	62	193	255
New Jersey       1,362       548       1,910         New Mexico       240       577       817         New York       1,523       1,791       3,314         North Carolina       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Oklahoma       317       4,337       4,654         Oregon       1,028       1,340       2,368         Pennsylvania       2,941       2,707       5,648         Rhode Island       123       5       128         South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington       1,390       1,633       3,023         West Virginia	New Hamoshire	221	282	503
New Mexico       240       577       817         New York       1,523       1,791       3,314         North Carolina       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Oklahoma	New Jersey	1.362	548	1,910
New York       1,523       1,791       3,314         North Carolina       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Oklahoma       3,354       3,546       6,900         Oklahoma	New Mexico	240	577	817
North Carolina       2,023       2,871       4,894         North Dakota       252       4,453       4,705         Ohio       3,354       3,546       6,900         Oklahoma       317       4,337       4,654         Oregon       1,028       1,340       2,368         Pennsylvania       2,941       2,707       5,648         Rhode Island       123       5       128         South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington	New York	1.523	1.791	3,314
North Dakota       252       4,453       4,705         Ohio	North Carolina	2.023	2.871	4.894
Active       3,354       3,546       6,900         Oklahoma       317       4,337       4,654         Oregon       1,028       1,340       2,368         Pennsylvania       2,941       2,707       5,648         Rhode Island       123       5       128         South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington       1,390       1,633       3,023         West Virginia       436       1,583       2,019         Wisconsin       1,994       2,957       4,951	North Dakota	252	4,453	4,705
Oklahoma	Obio	3.354	3.546	6,900
Oregon       1,028       1,340       2,368         Pennsylvania       2,941       2,707       5,648         Rhode Island       123       5       128         South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington       1,390       1,633       3,023         West Virginia       436       1,583       2,019         Wisconsin       1,994       2,957       4,951	Oklahoma	317	4.337	4.654
Pennsylvania       2,941       2,707       5,648         Rhode Island       123       5       128         South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington       1,390       1,633       3,023         West Virginia       436       1,583       2,019         Wisconsin       1,994       2,957       4,951	Oregon.	1.028	1,340	2,368
Rhode Island       123       5       128         South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington       1,390       1,633       3,023         West Virginia       436       1,583       2,019         Wisconsin       1,994       2,957       4,951	Pennsylvania	2,941	2,707	5,648
South Carolina       1,136       2,113       3,249         South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington       1,390       1,633       3,023         West Virginia       436       1,583       2,019         Wisconsin       1,994       2,957       4,951	Rhode Island	123	5	128
South Dakota       261       1,880       2,141         Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington       1,390       1,633       3,023         West Virginia       436       1,583       2,019         Wisconsin       1,994       2,957       4,951	South Carolina	1,136	2,113	3,249
Tennessee       1,555       1,864       3,419         Texas       6,808       6,141       12,949         Utah       554       466       1,020         Vermont       166       326       492         Virginia       934       1,281       2,215         Washington       1,390       1,633       3,023         West Virginia       436       1,583       2,019         Wisconsin       1,994       2,957       4,951	South Dakota	261	1.880	2,141
Texas	Tennessee	1,555	1.864	3,419
Utah         554         466         1,020           Vermont         166         326         492           Virginia         934         1,281         2,215           Washington         1,390         1,633         3,023           West Virginia         436         1,583         2,019           Wisconsin         1,994         2,957         4,951	Texas	6,808	6,141	12,949
Vermont         166         326         492           Virginia         934         1,281         2,215           Washington         1,390         1,633         3,023           West Virginia         436         1,583         2,019           Wisconsin         1,994         2,957         4,951	Utah	554	466	1,020
Virginia	Vermont	166	326	492
Washington         1,390         1,633         3,023           West Virginia         436         1,583         2,019           Wisconsin         1,994         2,957         4,951	Virginia	934	1,281	2,215
West Virginia         436         1,583         2,019           Wisconsin         1,994         2,957         4,951           Virginia         1,994         2,957         4,951	Washington	1,390	1,633	3,023
Wisconsin 1,994 2,957 4,951	West Virginia	436	1,583	2,019
11 and 150 533	Wisconsin	1,994	2,957	4,951
Wyoming	Wyoming	81	452	533
Puerto Rico 24 24	Puerto Rico		24	24
Unknown	Unknown			
Total 65,761 102,354 168,115	Total	65,761	102,354	168,115

.

Figure 13. Total of Crossings by State and Location: Urban and Rural, 1993; Source: (FRA, 1993).



Figure 14. Crossing by Annual Average Daily Traffic Source: (FRA, 1993).



1 = Interstate; 2 = Other freeway or expressway; 3 = Other principal arterial;

4 = Minor arterial; 5 = Collector; 6 = Local

Figure 15. Crossing Accident Rate by Type of Rural Road Source: (FRA, 1993).





Figure 17. Casualties in Motor Vehicle Accidents / Incidents; Source: (FRA, 1993).







Angle (degrees)

Figure 19. Crossing by Smallest Crossing Angle Source: (FRA, 1993).





Figure 20. Crossing Accident Rate by Number of Tracks Source: (FRA, 1993).



## Figure 21.

Crossing Accident Rate by Number of Traffic Lanes; Source: (FRA, 1993).



Figure 22. Crossing Accident Rate by Paved or Non-paved Road Surface; Source: (FRA, 1993).

## APPENDIX C

## COMPUTER ITERATIONS

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## $Z * 1/sin \Theta$ Angle Element Computer Iteration; coefficient = 2.0

Hazhkat Angle A %, 8 % NW M8 NW MD NE M8 NE MD 6E M8 6E MD 6W M8 8W MD	BE X_ADT DT NT THK & LN CO BPD FC	POP FAT INJ POO ORD PT ASS	D PITCC%LTCC AI TI SI EIA CI PI Or≢ Z
1675 66 3 -1.2 340 70 340 340 340 340 340 287 2378 48 0 -1.4 490 490 490 490 400 400 400 490 490 49	32         7744         4         2         1         2         2         7         20         3           1         650         7         8         1         2         2         7         20         3	80561 0 1 2 42 0 0.7 50 1 3 3 1 4 0 1 0	10 300 8 20 1.6 6.5 2 55 1 6 19001 1A A 10 28 0 3 28 16.1 7 5 4 6.60 167.72 2A A
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100         90         24         43         103         140         56         111         160         40           5000         90         24         -4         180         103         180         56         111         160         40           9136         56         3         2.8         340         46         340         340         36         340         340	7 1300 4 4 4 2 2 7 40 3 8 150 6 8 1 2 2 7 45 1	21732 0 1 0 8.6 0 0.4 50 1 1 1 0.4 0 0.5	10 520 10 1.4 8.0 4 20 1 9 137.20 6A A 10 60 1 19 153 4.5 10 4 6.41 126.82 7A A
85 78 0 0 415 415 415 415 415 415 415 415 415 415	<b>6</b> 2000 2 0 1 2 2 7 25 1 21 250 4 4 1 1 2 7 40 1	8586 0 3 0 0 10 50 0 0 1 1 6 03	10         600         10         22         20         25         19         1         604         12220         8A         A           10         100         2         1.1         90         4         24         4         5         121.00         9A         A
1875 51 -0.8 0 400 200 400 400 400 42 400 300 1875 76 0 0 285 233 285 48 285 50 285 42 0134 60 63 0 1 400 27	70 12470 14 0 12 4 2 25 3 4 300 6 6 4 12 2 7 55 1	80267 2 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 3 4000 20 14 140 25 00 1 700 1120 1 1 10 120 2 14 153 55 7 1 6 11200 11A A
3034 77 1 1 225 225 225 200 225 225 225 54 3009 81 1.1 -3.4 225 43 225 43 225 41 223 173	<u>3 1063 3 3 11 2 2 7 40 1</u> 6 1200 4 4 1 2 2 7 40 4	45300 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 425 5 18 70 4 9 1 18.1 10629 10A A 10 490 5 14 90 4 15 1 8.02 10500 14A A
1186 30 0 0 400 400 400 400 400 400 400 400	4 300 6 2 1 2 2 7 49 1 3 825 4 4 1 2 2 7 40 1	50 0 2 2 0 0 10 1322 0 2 3 12 0 05	10         12D         2         2         8.3         4.9         7         4         8         101.27         15A         A           3         10         33.0         4         2.1         9.0         4         8         1         6         9670         16A         A
675 74 48 -9.4 490 73 400 400 400 200 400 54 6136 50 6 12 400 56 40 40 40 400 200 400 54 1186 50 6 12 400 56 10 100 100 100 100 100 100 100 100 100			10 120 2 2 130 55 5 1 6 9000 18A A
73 49 2 0 225 228 225 225 225 225 225 225 225 225	51 4000 3 3 1 2 2 2 25 3 0 50 4 0 2 1 2 7 30 1	20005 0 1 1 2 0 100 50 0 4 0 96 0 0.7	3 1840 20 15 70 25 74 4 685 8939 20A A 10 20 1 26 40 3 2 1 6.1 4187 218 8
3034 83 2 -4 225 225 225 225 225 225 225 100 1875 55 4 4 440 50 400 83 400 8 4 400 60 1931 410 410 410 410 410 410 410			4         46.0         5         1         9.0         4         22         1         6.02         41.21         2288         B           3         18.0         2         1         4.0         3         37         4         6.41         364.2         200         B           3         14.0         3         37         4         6.41         364.2         200         B
1675 73 3.6 -5 160 160 160 160 160 160 160 160 160 73 57 0.3 -2.4 450 50 450 450 66 450 72	4 100 2 2 2 2 7 40 1 20 3000 2 2 1 2 2 2 3 5 3	183 0 0 0 8.8 0 100 444719 0 0 0 27 0 03	1 10 40 1 1 5.0 4 6 1 700 3600 256 6 3 1200 20 1 5.0 25 43 4 638 3607 266 8
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83 80 0 0 575 575 575 575 575 575 575 575 57			10         3         2320         20         1.5         20         2.5         26         1.6         355.10         306.18         B           3         10         4.0         1.5         2.5         26         1.6         355.10         308.18         B           3         10         4.0         1.2         2.5         26         1.6         355.10         308.18         B           3         10         4.0         1.2         2.5         26         1.6         355.10         308.18         B
2034 63 -0.4 -5.8 400 400 400 400 400 400 400 400 400 40	0 30 4 4 1 1 2 7 40 1 5 1400 2 2 2 2 2 7 10 5	50 0, 1 1 52 0 10 15414 0 0 1 18 0 10	10         12         1         1.5         0.0         4         2         1         5.24         33.37         328         B           1         10         560         10         1.1         50         1         16         1         7.31         33.34         33.86         B
16 56 0 0 285 285 285 285 285 285 285 285 285 285	16 1500 2 3 1 2 3 25 2 0 500 4 4 4 1 2 7 40 1	243 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 320 4 1 1 50 23 7 4 105 3326 348 8 4 600 10 1 65 25 26 4 641 3316 268 8 1 10 200 3 1 90 4 4 1 8 3320 308 8
1186 74 5 -4.2 285 20 285 20 285 285 285 285 285 285 285 285 1188 54 -0.2 -0.2 180 73 180 180 180 180 180 73	12 100 4 2 1 2 2 5 44 1 0 3200 6 2 1 2 3 20 5	50 0 0 0 92 0 03 4978 0 0 2 0 0 0.7	5 4 40 1 1 63 49 14 1 606 3247 378 B 1 4 1260 20 12 63 2 25 4 647 31 11 368 B
1875 51 54 -51 440 37 440 35 400 400 400 400 400 100 100 100 100 100			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
85 22 0 0 575 400 575 400 575 400 575 142 1875 70 58 -1.2 400 400 400 400 400 400 50 400 4	0 2800 2 0 1 2 2 2 10 4 1 20 4 0 1 1 2 7 50 1	50 0 2 0 0 0.7/ 50 0 0 0 48 0 0.5	3         112.0         20         1.8         2.0         1         24         9         34         10.06         42C         C           10         0.8         1         1         4.0         3         3         1         5.13         18.13         43C         C
18/5 77 3 -4.2 490 490 400 400 400 400 400 400 400 400	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	50 0 0 0 72 0 D 50 0 0 0 75 0 10 2493 0 0 0 0 95 0 05	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
1188 60 6 5.6 400 22 400 31 400 28 400 26 1875 60 2.2 0 180 180 180 160 160 57 180 88	0 <u>60 4 2 1 1 1 7 30 1</u> 0 <u>200 2 2 4 1 2 7 20 1</u>	50 0 0 0 0.4 0 0D 1019 0 0 0 22 0 0.7	10 20 1 1 65 3 2 1 453 17 00 47C C 10 80 1 1 50 2 2 1 6 1700 48C C
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73         76         -0.1         -11         225         120         225         73         225         50         225         36           15         67         0         -2.5         160         160         160         160         160         92	0 50 2 2 1 1 2 7 25 1 0 50 2 3 1 1 2 7 25 1	20035 0 0 1 104 0 03 50 0 0 0 25 0 08	10 20 1 1.1 5.0 25 2 1 5.06 1857 52C C 10 20 1 1 65 25 2 1 5 1850 53C C
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73 76 2 -7.2 285 285 285 285 285 285 285 285 285 28	0         50         2         2         1         1         2         7         25         1           0         20         7         6         1         2         2         5         70         1	50 0 0 0 02 0 10 50 0 0 0 38 0 10	10 20 1 1 50 25 2 1 504 1504 57C C 4 08 1 1 18.1 7 2 1 6 14.46 52C C
1186 45 0 0 400 400 400 400 400 400 400 400			1         4         100         2         1.4         3.5         4.9         3.4         6.83         14.02         59°C         C           2         4         10.4         2         1         6.0         4         3         1         11         12.80         60°C         C           2         4         10.4         2         1         6.0         4         3         1         11         12.80         60°C         C           1         1.0         2         1         2         4         3         1         11         12.80         60°C         C
1070 00 0.7 124 400 50 400 50 400 400 400 400 400 400		701 0 0 0 52 0 05 21732 0 0 0 0 0 10	1         10         2         1         20         3         1         4         1         455         1055         620         0           1         1         0         1         1         2.0         1         4         1         4.55         1055         620         0           1         16         16.0         2         1         2.0         0.5         5         1         6         1050         630         0
73 66 3.4 -4 460 460 450 400 460 400 400 240 10605 86 2 -2.6 340 17 340 155 340 340 340 66 10605 86 2 -2.6 340 17 340 155 340 340 340 66	0 800 2 2 2 2 3 25 1 17 (4500 17 15 1 2 4 1 25 3 10 12 12 12 12 12 12 12 12 12 12 12 12 12	50         0         0         7.4         0         0.8           367302         0         1         0         4.8         0         0.4	7 4 320 4 1 1 50 25 5 1 7 980 840 D 3 05 5600 20 1.4 329 25 40 1 7 9.79 650 D
10/5 40 -1.0 -1.1 100 - 100 100 100 100 100 100 100 100			1         1         1         1         3         1         0         660         660         0           8         10         40         1         1         20         1         21         5.17         6.17         6.07         6.0         660         0           3         10         42         1         1         2.0         1         21         5.17         6.17         6.07         6.0         0
75 68 72 -5.0 180 52 180 54 160 180 180 56 1188 46 1.8 -0.4 285 285 285 285 285 285 40	0         300         2         2         1         2         2         3         20         3           0         50         2         1         2         2         3         49         1	444710 0 0 0 128 0 0.4 182 0 0 0 2 2 0 0.7	4         120         2         1         5.0         2         5         1         6.10         8.46         600         0           4         2.0         1         1         3.5         4.9         2         4         7.76         6.43         700         0
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16/3 W 22 -10 180 43 180 11 180 33 180 43 1875 90 0 0 0 413 413 415 132 415 415 415 415 1875 90 36 -7 480 480 490 36 400 26 400 36	0         650         3         2         2         1         25         2           0         20         3         3         2         2         1         25         2		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
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1875 60 3 -1.2	340 70 340 340	340 340 340 26	7 32 7744 4	2 1 2 2 7 20	3 80561 0 1 2 1 50 1 3 3	42 0 076	10 300 8 20	16 85 2 55	1 9.01 200.42 4 10.7 179.43	
1875 42 0 0	490 490 490 490	490 490 490 49	0 0 2500 3	3 1 2 2 7 45	3 23028 1 2 1	0 0 100	10 1000 10	23 70 45 13	4 113 177.04	
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3000 90 28 -4 9138 58 3 28	180 103 180 56 340 48 340 340	340 36 340 34	0 8 150 6	6 Î 2 2 7 45	1 50 1 1 1	0.4 0 0.56	10 60 1	19 153 45 10	4 10 133.80	
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1875 51 -0.8 0	400 203 400 400	490 42 490 35	0 1 2000 3 2 76 12476 14	3 1 2 4 2 45	3 52267 2 3 2 3 80561 1 0 0	0.6 0 0.60	3 112.0 20	32 70 45 24 1.4 140 25 99	4 11 4 121 28	
1166 30 0 0	400 400 400 400	490 490 490 49	0 4 300 6	2 1 2 2 7 40	1 50 0 2 2	0 0 1.00	10 120 2	2 63 49 7	4 14 11327	150 4
9136 90 92 0 3034 77 1 1	225 225 225 200	490 35 490 2 225 225 225 5	3 1063 3	3 11 2 2 7 40	1 45300 0 2 0	0 0 0.70	10 425 5	8 70 4 9	1 19.1 111.84	130 0
3000 61 1.4 -3.4	225 43 225 43	225 41 225 17 225 225 225 8	3 6 1200 4 2 3 825 4	4 1 2 2 7 40	4 21/32 0 1 0 1 1322 0 2 3	12 0 0.53	10 480 5	2.1 0.0 4 8	1 9 105.00	104 4
9136 90 0 12	400 62 490 46	490 41 490 2 490 209 490 6	6 <u>2 300 6</u> 4 26 20 4	6 1 2 2 7 56 0 1 1 2 7 50	1 50 0 2 2 1 50 0 0 0 0	12 0 0.00	10 120 2 10 08 1	2 13.0 5.5 5 1 4.0 3 26	1 82 99.00	
1188 90 40 -5.4	160 180 180 180	180 180 180 18			1 50 0 0 0 3 20935 0 1 1	10 0 1.00	10 200 3	1 85 49 16	1 9 93,90	10A A
1875 72 84 -3	180 180 180 75	180 85 180 18	0 50 4			00 0 0.72	10 20 1	28 40 3 2	1 926 5007	218 8
3034 83 2 -4	225 225 225 225 225 340 340	<u></u>		3 1 2 2 7 40	1 444710 1 0 0	8.4 0 0.79	10 120 2	1.4 70 4 3	4 102 4045	278 8
1875 73 38 -5 9136 82 56 0	180 160 160 160	180 180 180 180 18	0 4 100 2 0 0 50 6	2 2 2 2 7 40 8 2 1 2 7 55		5.8 0 1.00	10 40 1	1.1 153 55 2	1 9.05 38.92	268 8
2376 71 88 -28	400 400 400 400	490 490 490 40		8 1 1 2 7 70		84 0 100 52 0 100		1 18.1 7 2 1.5 90 4 2	1 8.29 36.43	298 B
	340 284 340 340	340 340 340 34	<u>ă ă 358ă ê</u>		4 444719 0 2 1	48 0 0.96	3 1432 20	19 80 2 24	4 10.9 38.13	248 8
1675 56 4 4 3049 87 22 -2.8	490 50 490 85	490 490 490 5	0 0 100 4			5 0 0.38			1 601 3731	1318 B
73 46 3 0	180 55 180 180	180 64 180 5	0 5 1400 2	2 2 2 2 2 7 10	3 15414 0 0 1	1.8 0 1.00	10 56.0 10	1 50 25 /	1 104 37.15	348 8
73 57 03 -2.4	450 50 400 490	400 68 400 7	2 20 3000 2		3 444719 0 0 0 7 14906 0 1 1	2.7 0 0.36	3 120.0 20	1 50 25 43	4 9.96 36.74	268 8
3034 80 3 -5		180 180 160 18	0 0 500 1	4 4 1 2 7 40	1 243 0 0 0	10 0 0.95	10 200 3	1 90 4 4	1 11 3000	308 8
18 56 0 0	265 265 265 265 265 400 35	265 265 265 26 490 490 490 49	0 2 30 3	3 1 1 1 7 45	1 1560 0 0 0	10.4 0 0.54	10 12 1	1 70 43 4	4 8.00 33.00	398 8
	265 20 265 20	265 265 265 28	5 12 100 4 3 0 3200 6	2 1 2 2 3 49	1 50 0 0 0 5 4978 0 0 2	0 0 0.70	4 128.0 20	12 83 2 25	4 102 32.84	368 B
1188 31 -0.8 14	400 73 400 92	400 70 400 3		2 1 1 1 1 7 40	1 50 0 0 0 0 12340 0 0 0	1.1 0 0.14	10 0.8 1	1 103 49 2	4 122 3226	408 B
85 22 0 0	575 490 575 490	575 490 575 14	2 0 2000 2		4 50 0 2 0	0 0 0.70	3 112.0 20	10 20 1 24	9 173 2341	42C C
18 44 2 -7.8	490 490 490 490	490 39 490		0 1 1 2 7 30	50 0 0 0	48 0 0.52	10 08 1	1 40 3 3	1 8.32 21.32	136 6
1875 36 108 0	490 76 490 49	490 78 490 4 490 490 490 49		0 1 1 2 7 30 1	1 50 0 0 0 1 50 0 0 0	72 0 1.00	10 0.0 1	1 43 4 2	4 11.1 21.12 1 8.63 20.96	54C C
1875 78 3.0 -4	490 490 490 490	490 490 490 49		$\frac{2}{3}$ $\frac{1}{1}$ $\frac{1}{1}$ $\frac{1}{2}$ $\frac{7}{7}$ $\frac{40}{25}$	1 50 0 0 0	24 0 100		1 50 4 2	1 7.61 20.61	45C C
1186 80 6 5.8	400 22 400 31	490 28 490 2	0 50 4			04 0 808	10 20 1	1 05 3 2	1 7.58 20.08	42C C
1675 90 22 0 73 78 -0.4 -11	225 120 225 73	225 50 225 3	8 0 50 2		1 20036 0 0 1	10.4 0 0.31	10 20 1	1.1 50 25 2	1 8.15 10.97	52C C
1875 47 3.5 -4.2 18 87 0 -2.5	340 240 340 54	340 340 340 8 180 180 180 9	2 0 50 2	3 1 1 2 7 25		25 0 0.55	10 20 1	1 65 25 2	1 8.01 19.51	50C C
1875 28 -0.4 -0.8	875 36 575 575	575 575 575 9 265 265 265 26	6 0 1000 3 5 0 50 2	3 1 2 2 3 45		92 0 1.00	10 2.0 1	1 50 25 2	1 8.11 18.11	49C C 57C C
73 77 08 4	445 445 445 160	445 48 445 44	5 1 4000 2	2 1 2 4 2 20	1 444719 0 0 D 4 2197 0 0 0	32 0 0.62	3 180.0 20	1 50 2 22	1 10.1 17.74	50C C
1188 45 0 0	490 490 490 490	490 490 490 49	0 0 250 3		1 182 0 1 0	0 0 100	4 100 2	14 35 49 3	4 11.1 16.30	50C C
2378 90 3.8 0 3034 88 3 -2.8	340 72 340 340	340 79 340 7	8 0 468 4	4 6 2 2 3 40	1 4005 0 0 0	5.0 0 0.42	4 10.4 2	1 90 4 3	1 14 1400	1 00C C
14 77 28 -2.4	490 59 490 59	490 490 490 49 180 180 180 18	0 2 20 2 0 0 400 2		3 21732 0 0 0	0 0 1.00	10 08 1	1 20 05 5	1 0 13.50	600 0
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73 86 3.4 -4	180 43 160 180	160 100 100 3	ŏ <u>ŏ 250</u> 3	3 1 1 2 2 3 33	1 2424 0 0 0	24 0 0.00	4 100 2	1 70 35 3	1 9 10.00	000
	490 490 490 490 490 490 265 265 265	490 490 490 490 49 265 265 265 4	0 0 50 4		1 182 0 0 0	2 0 0.79		1 35 49 2	4 12 10.10	700 D
0606 80 2 -2.6	340 17 340 150	340 340 340 6	8 17 14500 17 A 0 300 2	15 1 2 4 1 25	3 367302 0 1 0	4.0 0 0.43	0.5 560.0 20	1.4 32.9 2.5 40	1 10 10.00	650 0
1675 90 -1.8 -2	490 12 490 490	490 490 490 49	<u> </u>			02 0 0.70			1 0 924	720 0
1186 75 28 2 0000 80 38 -38	490 103 490 36 340 340 340	490 56 490 15 340 340 340 34	0 3300 17		3 367302 0 0 0	7.4 0 1.00	05 1320 20	1 32.0 4 23	1 11.1 6.80	730 0
1186 42 8 0	265 265 265 265	265 265 265 26	5 0 2300 5 5 0 9500 2	15 2 2 2 1 40 3 2 2 4 1 25	4 367302 0 0 0	2 0 0.77	0.5 92.0 10	1 23.0 4 14	4 125 457	750 0
2376 74 78 -3.6	180 180 180 180	160 160 180 16		8 3 2 2 1 70		112 0 100	05 140 2	1 16.1 7 3	1 112 2.42	770 0
1875 90 52 -10 1875 90 0 0	180 46 180 41 415 415 415 132	100 34 100 4 415 415 415 41	5 0 630 3	3 2 2 2 1 25	2 444710 0 0 0	0 0 0.00	05 332 4	1 70 25 8	1 10 1.00	780 8
1875 90 3.8 -7	490 40 490 38	490 26 490 3	0 0 20 3	3 2 2 2 2 3 45			1 1 1 1 20	1 1 1 45 2	1 10 1 1 20	1.800 [ 0]

b.: Andra A %, B %, NW MS NW MO NE MS NE MO 8E MS 8E MO 8W MS 5	VMD 58 X_ADT DT N1	TRK B LN CO SPD FC	POP FAT INJ PDO	qro pt anso	PI TCC % TCC AI	π si et a ci Pi Qarø
11         12         340         70         340	267         32         7744         4           340         0         2750         2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	80561 0 1 2 23928 0 3 1 50 1 4 4	42 0 0.76 52 0 0.81	10 309.8 20 1.8 10 110.0 20 2.3	8.5         2         55         1         17.4         214.26         1 A           6.5         2.5         24         1         10.6         107.92         3A           16.1         7         5         4         1.5         1.6         1.6         1.6
76 48 0 1-1.1 400 400 400 400 400 400 400 400 400 40	450         0         2500         3           40         7         1300         4           225         0         2000         14	0         1         2         7         10         1           3         1         2         2         7         45         3           4         4         2         2         7         40         3           2         7         2         2         7         20         4	23628 1 2 1 21732 0 1 0 45309 0 3 4	0 0 100 0.0 0.43 0.0 1.00	10         100.0         10         2.3           10         100.0         10         2.3           10         52.0         10         1.4           10         80.0         10         2.6	10         10 <th10< th="">         10         10         10<!--</td--></th10<>
36         90         52         0         400         27         400         12         400         35         400           36         56         3         2.8         340	27 4 300 8 340 8 150 6 415 8 2000 2 127 21 250 4	8         1         2         2         7         55         1           6         1         2         2         7         45         1           0         1         2         2         7         45         1           0         1         2         2         7         25         1           4         1         2         7         40         1	50 0 2 0 50 1 1 1 6586 0 3 0 50 0 1	92 0 0.05 0.4 0 0.56 0 0 1.00 1 0 0.31	10         12.0         2         1.8           10         8.0         1         1.9           10         80.0         10         2.2           10         80.0         10         2.2           10         10.0         2         1.1	15.3 5.5 7 1 27.4 140.22 122 15.3 4.5 10 4 10.8 135.21 7A 2.0 2.5 10 1 9.11 128.86 8A 9.0 4 24 1 10 128.50 8A
73 51 -0.8 0 460 73 460 460 460 460 460 73 51 73 51 -0.8 0 460 460 260 460 173 51 -0.8 0 460 460 460 460 460 460 460 460 460 4	64 26 20 4 359 1 2800 3 173 8 1200 4 43 78 12476 14	0 1 1 2 7 30 1 3 1 2 4 2 45 3 4 1 2 7 40 4 4 1 2 2 7 40 4	50 0 0 0 52267 2 3 2 21732 0 1 0	14 0 0.43 08 0 0.60 48 0 0.33	10 0.8 1 1 3 1120 20 32 10 480 5 14	4.0         3         26         1         36.2         124.20         17.7           7.0         4.5         24         4         13         122.91         10.7           9.0         4         15         1         16.7         122.73         14.6           4.5         25         9.0         1         10.2         14.0         14.0
12         12 <th12< th="">         12         12         12<!--</td--><td>160 12 500 4 400 4 300 6 59 3 1083 3</td><td>2 1 2 2 7 49 1 2 1 2 2 7 49 1 3 11 2 2 7 49 1</td><td>50 0 0 0 50 0 2 2 45300 0 2 0</td><td>10 0 1.00 0 0 1.00 0 0 0.79</td><td>10 20.0 3 1 10 12.0 2 2 10 42.5 5 1.8</td><td>6.5         4.0         16         1         20         113.00         19,           8.3         4.9         7         4         14         113.27         15,           7.0         4         9         1         10,1         11,64         13,4</td></th12<>	160 12 500 4 400 4 300 6 59 3 1083 3	2 1 2 2 7 49 1 2 1 2 2 7 49 1 3 11 2 2 7 49 1	50 0 0 0 50 0 2 2 45300 0 2 0	10 0 1.00 0 0 1.00 0 0 0.79	10 20.0 3 1 10 12.0 2 2 10 42.5 5 1.8	6.5         4.0         16         1         20         113.00         19,           8.3         4.9         7         4         14         113.27         15,           7.0         4         9         1         10,1         11,64         13,4
34         60         0.4         -0.8         225         62         225         69         225         223         225           35         90         0         1.2         460         62         490         46         490         41         490           75         72         6.8         -3         180         180         150         160         75         160         65         160           73         46         2         0         2.23         225	62         3         623         1           26         2         300         8           160         0         50         4           225         51         4600         3	1         2         2         7         40           6         1         2         2         7         55         1           0         2         1         2         7         30         1           3         1         2         2         2         25         3	1322         0         2         3           50         0         2         2           50         0         4         0           20826         0         1         1	12 0 0.53 12 0 0.09 94 0 0.72 2 0 1.00	10 330 4 2.1 10 120 2 2 10 20 1 28 3 1840 20 15	40         5         5         113         1004         160           130         5.5         5         1         11.4         103.00         180           4.0         3         2         1         28.5         90.94         216           7.0         2.5         74         4         14.8         92.98         200
75 54 0.8 -5.8 340 340 340 340 340 197 340 75 73 33 -5 180 180 180 180 180 180 180 180 180 180	204         0         300         3           160         4         100         2           180         0         500         4           490         0         30         7	3         1         2         2         7         40         1           2         2         2         7         40         1           4         4         1         2         7         40         1           4         1         1         7         70         1           6         1         1         2         7         70         1	444719         1         0         0           183         0         0         0         0           243         0         0         0         0           50         0         0         0         0	64 0 0.79 85 0 1.00 10 0 0.95 8.4 0 1.00	10         12.0         2         1.4           10         4.0         1         1           10         20.0         3         1           10         12         1         1	7.0         4         3         4         23         58.77         275           5.0         4         6         1         27.4         50.43         236           6.0         4         4         1         31         56.00         246           16.1         7         2         1         25.1         55.23         266
75 51 54	490         2         30         3           490         0         36         4           490         0         50         6           50         0         100         4	3     1     1     7     45     1       4     1     1     2     7     40     1       6     2     1     2     7     55     1       4     1     1     2     7     45     1	1560 0 0 0 50 0 1 1 50 0 0 1 50 0 0 0	104 0 054 52 0 100 58 0 100 5 0 035	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	7.0 4.5 4 4 29.7 54.73 399 9.0 4 2 1 19 54.02 329 15.3 5.5 2 1 20.2 51.24 28 21.5 4 2 1 18 47.51 319
31         31         -1         223         233         230	106         16         1200         4           51         0         600         2           340         0         3580         8           54         0         50         2	4 1 2 2 3 40 1 2 5 2 2 7 25 3 0 1 2 4 2 20 4 1 1 2 7 25 1	243 0 0 0 20035 0 0 0 444710 0 2 1 20035 0 0 1	8 0 0.87 3 0 0.49 4.6 0 0.95 104 0 0.31	4 48.0 5 1 10 32.0 4 1 3 143.2 20 1.8	0.0         4         22         1         21         4722         22           5.0         2.5         7         4         21         43.45         348           8.0         2         24         20.1         43.37         245           5.0         2.5         2         1         20.1         43.45         348           8.0         2         24         20.1         43.37         245           5.0         2.5         2         1         20.1         43.37         24.5
13         16         -10         23         130         23         23         233         235	40         0         20         4           180         5         1400         2           285         12         100         4	0         1         2         7         30         1           2         2         2         2         7         10         3           2         1         2         2         3         49         1           2         1         2         3         49         1	50 0 0 0 15414 0 0 1 50 0 0 0	10.8 0 0.13 18 0 1.00 92 0 0.55	10 0.8 1 1 10 56.0 10 1.1 4 4.0 1 1	40         3         2         4         32.7         42.72         540           50         1         16         1         14.4         41.11         302           65         4.9         14         1         27.8         41.08         376
10 44 2 -7.8 180 180 180 180 180 180 190 90 190 16 63 5 -4.6 140 400 400 400 400 400 400 400 13 57 0.3 -8.4 400 50 400 400 400 88 400 13 58 4 4 400 50 400 88 400 81 400	400         0         40         2           72         20         3000         2           80         34         450         4	1         2         7         43           1         1         2         7         25         1           2         1         2         2         25         3           0         1         2         2         2         30         1	2400 0 0 0 444719 0 0 0 50 0 0 0	2.7 0 0.05 0 0 0.14	10 1.8 1 10 1.8 1 3 120.0 20 1 3 18.0 2 1	0.5 2.5 2 1 27.8 30.30 105 5.0 2.5 43 4 15.4 36.30 20 4.0 3 37 4 10 37.51 236
13         76         2         72         283         245         245         245         265         263         263         265         263         265         265         265         265         265         275         575	285         0         50         2           575         1         5600         2           490         6         30         2           66         0         20         4	2 1 2 7 23 1 0 1 2 2 2 25 7 2 1 1 7 40 1 6 1 1 2 7 30 1	50         0         0         0         0           14986         0         1         1           50         0         0         0         0           50         0         0         0         0           50         0         0         0         0	02 0 100 0 0 100 7.8 0 100 7.8 0 051	10 20 1 3 232 0 20 15 10 12 1 1 10 0.8 1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
75         77         3         -4.2         460         490	490         0         50         3           265         16         1500         2           37         0         20         8           73         0         3200         6	2         1         7         40         1           3         1         2         2         3         25         2           2         1         1         7         40         1           2         1         2         2         3         20         5           2         1         2         2         3         20         5	50         0         0         0         0           50         0         0         0         0         0           50         0         0         0         0         0           50         0         0         0         0         0           4978         0         0         2         2	72 0 100 0 0 100 1,1 0 0,14 0 0 0 0,70	10 20 1 4 600 10 1 10 0.5 1 1 4 126.0 20 12	4.1 4 2 1 23 35.26 4 4 0.5 2.5 26 4 10 34.61 36 10.3 46 2 4 14.4 54.40 40 8.3 2 25 4 102 32.80 36
75 70 38 -12 400 400 400 400 400 400 50 400 0 60 1 180 180 180 180 180 180 180 190 190 0 74 62 -3 460 400 400 400 400 400 400 400 400 400	4 1 20 4 180 0 2000 1 400 0 150 1 52 0 50 2	0 1 1 2 7 30 1 0 1 1 1 0 10 10 0 1 2 7 10 1 3 1 1 2 7 25 1	50         0         0         0           (2340         0         0         0         0           50         0         0         0         0           50         0         0         0         0           50         0         0         0         0	48 0 0.52 1 0 1.00 92 0 1.00 25 0 0.85	10 08 1 1 10 800 10 1 10 60 1 1	4.0 3 3 1 17.9 30.42 43 1.0 1 20 1 95 30.50 41 1.0 1 2 1 26.8 29.50 71 6.5 2.5 2 1 33 24.51 53
75 90 22 0 1 80 180 190 180 180 190 175 100 100 171 10	88         0         200         2           460         2         20         2           142         0         2800         2           28         0         50         4	2         4         1         2         7         20         1           0         1         1         1         7         10         1           0         1         2         2         10         4           0         1         2         2         10         4           2         1         1         7         300         1	1619 0 0 0 761 0 0 0 50 0 2 0 50 0 0 0 0	22 0 0.70 52 0 0.56 0 0 0.70 0.4 0 0.06	10 80 1 1 10 0.8 1 1 3 1120 20 1.8 10 2.0 1 1	5.0         2         2         1         15.4         24.40         48           2.0         1         4         1         18         24.00         62           2.0         1         4         1         18         24.00         62           2.0         1         24         6         17.3         23.41         42           6.5         3         2         1         6.36         20.56         47
2         37         2         -2         180	18         0         100         2           56         0         300         2           96         0         1000         3           445         1         4000         2	0 1 2 7 10 1 2 1 2 3 20 3 3 1 2 3 45 1 3 1 2 2 3 45 1	50 0 0 0 444719 0 0 0 444719 0 0 0	4 0 0.78 128 0 0.48 0.4 0 0.56	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20 1 2 1 164 2043 67 5.0 2 5 1 36 2000 69 7.0 4.5 6 9 15.5 19.76 49 5.6 2 22 1 165 19.76 49
13         //         02         4         443         443         443         100         473         70         70         73           76         00         3.4         0         160	180         0         20         7           78         0         486         4           26         0         600         6	1         2         3         70         1           4         0         2         2         3         40         1           2         1         2         2         3         30         4	50 0 0 0 4005 0 0 0 2107 0 0 0	34 0 100 56 0 842 22 0 007	3         100.5         2.0         1           4         0.6         1         1         1           4         18.4         2         1         1           4         32.0         4         1         1	16.1         7         2         1         162         18.54         540           10.1         7         2         1         162         18.54         540           0.0         4         3         1         252         18.48         600           6.3         3         8         1         13.5         18.52         501
73         80         3.41         -31         4401         450         450         460 <td>240         0         800         2           460         0         250         2           133         0         450         3           160         0         400         2</td> <td><math display="block">\begin{array}{c c c c c c c c c c c c c c c c c c c </math></td> <td>20         0</td> <td>7.4         0         0.87           0         0         1.00           2         0         0.40           0         0         1.06</td> <td>4         32.0         4         1           4         10.0         2         1.4           4         18.0         2         1           10         16.0         2         1</td> <td><math display="block">\begin{array}{c ccccccccccccccccccccccccccccccccccc</math></td>	240         0         800         2           460         0         250         2           133         0         450         3           160         0         400         2	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	20         0	7.4         0         0.87           0         0         1.00           2         0         0.40           0         0         1.06	4         32.0         4         1           4         10.0         2         1.4           4         18.0         2         1           10         16.0         2         1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
15         60         -1.8         -41         160         43         180 <th180< th=""> <th180< th=""> <th180< th=""></th180<></th180<></th180<>	30         0         250         3           40         0         50         2           68         17         14500         17         1           490         0         50         4         1	3     1     2     2     3     35     1       1     2     2     2     3     40     1       5     1     2     4     1     25     3       2     1     2     2     3     40     1	2424         0         0         0           182         0         0         0         0           367302         0         1         0         0           50         0         0         0         0	2.4 0 0.60 2 0 0.79 4.6 0 0.43 0 0 1.00	4         10.0         2         1           4         2.0         1         1           0.5         560.0         20         1.4           4         2.0         1         1	7.01 3.5 3 1 13.8 12.52 088 3.3 4.0 2 4 16 11.70 700 32.9 2.5 40 1 192 10.85 668 6.5 4.9 2 1 9 10.12 686
13         24         12         100         12         100         100         100           16         17         18         100	400         0         10         2           151         0         20         4           340         0         3300         17         1           285         0         2900         4         1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	50 0 0 1 50 0 0 0 367302 0 0 0 367302 0 0 0	02 0 0.76 0.8 0 0.18 7.4 0 1.00	4 04 1 1.1 3 08 1 1 0.5 1320 20 1 0.5 92.0 10 1	50 4 2 1 84 942 72 65 4.9 2 1 8.8 755 74 32.0 4 23 1 250 754 73 32.0 4 14 4 285 337 55
10         -         0         -         0         -         0         -         0         -         0         -         0         -         2         3	265         0         9500         2           160         0         350         7           43         0         1200         3	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20017 0 0 0 746 0 0 0 2424 0 0 0	2 0 0.77 112 0 1.00 152 0 0.23	0.5 360.0 20 1 0.5 14.0 2 1 0.5 46.0 5 1	6.5         2.5         23         1         15.3         3.97         760           16.1         7         3         1         33.6         3.54         771           7.0         3.5         6         1         40.4         3.42         780           7.0         4.5         1         31.0         3.42         780
15 00 3.8 -71 400 40 400 38 400 28 400 15 00 0 0 415 415 132 415 415 415 415 415 415 415	415 0 850 3	<u>ă    2  2  2  1  25    2 </u>	<del>2227)<u>8</u>    8  8  8 </del>			70 25 6 1 10 100 790

Computer Table 6 2 \* GRD r Iteration;

coefficient

ll N. 0

Grade

Element

	HazMat Angle A % B %	NW MO NW MO NE MO NE MO BE MO BE N	ND BW MS BW MD 6B X_ADT DT NT	TRK S LN COSPO FC P	OP FAT INJ POO	GRO PT A%SO P	TCC % TCC A	11 61 EI	Y CI	Pi Or≢Z
	1875 881 31-1.21	340 70 340 340 340 340 3	40 340 267 32 7744 4 2	1 2 2 7 20 3 8	0561 0 1 2	42 0 0.76	10 309.8 20 1.8	65 2 5	5 1 195	217.82 14 4
	16 76 18 -3.6	340 340 340 540 540	77 340 340 0 2750 2 3				0 1100 20 23	05 25 2		
			60 490 490 0 2500 3 3	1 1 2 2 7 45 3 2	3928 1 2 1	0 0 100	0 1000 10 23	70 45 1	3 4 115	177.04 4A A
	3004 90 2.8 -4	180 103 180 56 180 1	11 180 40 7 1300 4 4	4 2 2 7 40 3 2		8.0 0 0.43	10 520 10 14	90 4 2	0 1 28.5	164 50 6A A
	0136 00 02 0	400 27 400 12 490	35 490 27 4 300 6 8		5300 0 3 4		0 80.0 10 2.6	16.1 2 1	1 1 15	153.77 54 4
	9136 56 3 2.6	340 48 340 340 340	36 340 340 8 150 6 8	1 2 2 7 45 1	50 1 1 1	0.4 0 0.56	0 80 1 19	153 45 1	0 4 11	135.50 7A A
	1875 74 4.8 -9.4	490 73 490 490 490 2					0 800 10 22	20 25 1		131 20 17A A
	3049 90 -3 -4	340 181 340 82 340	35 340 127 21 250 4 4	1 1 2 7 40 1	50 0 0 1	1 0 031	10 100 2 1.1	9.0 4 2	4 1 10.5	127.05 BA A
	3000 61 1.4 -3.4	225 43 225 43 225	41 225 173 6 1200 4 4		21732 0 1 0	48 0 0.33		20 45 2	5 1 21.1	
	18/5 51 -0.8 0		80 180 160 12 500 4 2	1 2 2 7 40 1	50 0 0 0	10 0 1.00	0 20.0 3 1	03 49 1	6 1 34	118.90 19A A
	1875 76 0 0	265 233 265 48 265	50 265 42 76 12476 14 0		0561 1 0 0	0 0 033	3 499.0 20 1.4	140 25 9	0 1 102	
					50 0 4 0	9.6 0 0.72	0 20 1 28	40 3	2 1 33.3	112.47 218 A
	3034 77 1 1	225 225 225 200 225 2	25 225 50 3 1063 3 3	11 2 2 7 40 1 4	5309 0 2 0	0 0 0.70	0 425 5 18	70 4	0 1 10.1	111.84 134 4
	2034 80 04 -0.0		$\frac{23}{21}$ $\frac{223}{400}$ $\frac{62}{28}$ $\frac{3}{2}$ $\frac{633}{300}$ $\frac{1}{8}$		50 0 2 2	12 0 000	0 120 2 2	130 53	8 1 12	106.00 16A A
	73 40 2 0	225 228 228 228 228 2	25 225 225 51 4000 5 3	1 2 2 2 25 3 2	00036 0 1 1	2 0 1.00	3 164.0 20 1.5	70 23 7	4 4 154	80.43 20A B
	1875 54 0.6 -5.6	340 340 340 340 340 1	97 340 2041 0 300 3 3 80 160 160 0 500 4 4		243 0 0 0	10 0 0.05	0 200 3 1	60 4	4 1 30	61.00 368 8
	1875 73 3.8 -5	180 180 180 180 180 1	80 160 180 4 100 2 2	2 2 2 7 40 1	163 0 0 0	8.8 0 1.00	10 40 1 1	30 4	6 1 31.7	60.73 258 8
	1675 51 54 -5	400 37 400 35 400 4						70 45	2 1 203	59,43 208 8
THE       UF 10       We 10       W	3034 03 -0.4 -5.6		0 490 490 0 30 4 4		30 0 1 1	52 0 100	0 13 1 15	90 4	2 1 21 6	57.42 328 8
	0130 62 5.0 0	400 400 400 400 400 4	40 40 40 0 50 6 6	2 1 2 7 55 1		5.8 0 1.00		153 55	2 1 23	54.32 268 8
	3049 67 22 -2.6		50 225 38 0 50 2 2		00006 0 0 0 1	10.4 0 0.31	0 20 1 1.	50 25	2 1 342	48.57 52C B
	3034 83 2 -4	23 23 23 23 23 23 2	25 225 106 16 1200 4 4	1 2 2 3 40 1	243 0 0 0	6 0 0.07	4 48.0 5 1	00 4 2	2 1 24	48.42 228 B
197       13       3       7       13       3       7       13	1675 36 10.8 0	490 76 490 49 490			2493 0 0 0	9.6 0 0.13		65 25	2 4 342	45.70 40C B
	73 28 3 0	180 55 180 180 180	64 160 51 0 800 2 2	5 2 2 7 25 3 2	0036 0 0 0	3 0 0.40	0 320 4 1	50 25	7 4 225	44.96 34B B
	1075 50 0 -4.6	340 284 340 340 340 340 3	40 340 340 0 3580 8 0				3 1432 20 19	80 2 2	4 4 24	<u>-44.69</u> 248 8
		285 20 285 20 285 2	85 265 265 12 100 4 2	1 2 2 3 10 1	30 0 0 0	92 0 055	4 40 1 1	83 49 1	4 1 322	42.92 378 8
171       18       12       281	73 60 -1.2 -3	160 180 180 180 180 1	80 160 160 8 1400 2 2		5414 0 0 1	1.8 0 1.00	10 560 10 1.1	50 1 1	8 1 153	42.10 308 8
IPS         IPS <td>73 78 2 -7.2</td> <td></td> <td>265 275 275 0 50 2 2 60 490 490 0 50 2 2</td> <td></td> <td>50 0 0 0</td> <td>78 0 200</td> <td></td> <td>50 4</td> <td>2 1 20.6</td> <td>30.61 45C B</td>	73 78 2 -7.2		265 275 275 0 50 2 2 60 490 490 0 50 2 2		50 0 0 0	78 0 200		50 4	2 1 20.6	30.61 45C B
1977       77       3       1-22       200       480       490       49       89       380       2       1       2       2       2       2       2       2       2       2       2       2       1       0       0       0       1       0       0       1       1       0	1875 47 36 -42	340 240 340 84 340 3	40 340 66 0 20 4 0	1 1 2 7 30 1	50 0 0 0	78 0 051	0 08 1 1	40 3	2 4 20.3	3034 55C C
107         108         107         108 <td>1675 77 3 -42</td> <td></td> <td><u>490 490 490 0 50 3 1</u> A4 490 72 20 3000 2 2</td> <td></td> <td></td> <td>27 0 035</td> <td>3 1200 20 1</td> <td>50 25 4</td> <td>3 4 18.7</td> <td>38.76 248 C</td>	1675 77 3 -42		<u>490 490 490 0 50 3 1</u> A4 490 72 20 3000 2 2			27 0 035	3 1200 20 1	50 25 4	3 4 18.7	38.76 248 C
16         00         0         033         173	1875 56 4 4	400 50 490 85 490	61 400 60 54 450 4 0	1 2 2 2 30 1	50 0 0 0	0 0 0.14	3 180 2 1	4.0 3 3	7 4 10	3731 208 C
1110       30       -02       -17       -332       -323       -23 <th< td=""><td>85 90 0 0</td><td>575 575 575 575 5</td><td>75 575 575 1 5800 2 D</td><td></td><td><u>4966 0 1 1 1 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 </u></td><td></td><td>3 2320 20 15</td><td>20 25 2</td><td></td><td>30.45 308 C</td></th<>	85 90 0 0	575 575 575 575 5	75 575 575 1 5800 2 D		<u>4966 0 1 1 1 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 </u>		3 2320 20 15	20 25 2		30.45 308 C
10         14         12         13         140		265 265 265 265 265 265 2	85 285 265 16 1500 2 3	1 2 2 3 25 2	50 0 0 0	0 0 1.00	4 800 10 1	85 25 2	8 4 10	34 81 368 C
1073       0       3.0       -3       -0       3.0       -0       2.0       0       2.0       0       2.0       0       2.0       0       2.0       0       2.0       0 <td>0 74 62 -5</td> <td>490 490 490 490 490 4</td> <td>80 490 490 0 150 1 0</td> <td></td> <td>50 0 0 0</td> <td>92 0 100</td> <td></td> <td></td> <td>2 1 312</td> <td>3420 710 C</td>	0 74 62 -5	490 490 490 490 490 4	80 490 490 0 150 1 0		50 0 0 0	92 0 100			2 1 312	3420 710 C
1         1			80 160 73 0 3200 6 2		4978 0 0 2	0 0 0.70	4 1280 20 12	83 2 2	5 4 102	32 A9 368 C
14       17       24       23       20       23       20       23       20       23       20       23       20       23       20       23       23       23       23       23       23       23       23       23       23       23       23       23       23       23       23       11       12       11       12 <th< td=""><td>0 90 0 1</td><td>180 180 180 180 180 1</td><td>80 180 180 0 2000 1 0</td><td>1 1 1 10 10 10 1</td><td>2340 0 0 0</td><td>1 0 1.00</td><td>10 60.0 10 1</td><td>10 1 2</td><td>0 1 10</td><td>31.00 41C C</td></th<>	0 90 0 1	180 180 180 180 180 1	80 180 180 0 2000 1 0	1 1 1 10 10 10 1	2340 0 0 0	1 0 1.00	10 60.0 10 1	10 1 2	0 1 10	31.00 41C C
193         260         22         0 <td></td> <td></td> <td></td> <td></td> <td>50 0 0 0</td> <td>2.5 0 0.86</td> <td></td> <td>65 25</td> <td>2 1 143</td> <td>25,76 53C C</td>					50 0 0 0	2.5 0 0.86		65 25	2 1 143	25,76 53C C
bit         122         0 <td>1875 90 22 0</td> <td>180 180 180 180 180</td> <td>57 180 88 0 200 2 2</td> <td>4 1 2 7 20 1</td> <td>1619 0 0 0</td> <td>22 0 0.70</td> <td>0 80 1 1</td> <td>50 2</td> <td>2 1 183</td> <td>25.50 48C C</td>	1875 90 22 0	180 180 180 180 180	57 180 88 0 200 2 2	4 1 2 7 20 1	1619 0 0 0	22 0 0.70	0 80 1 1	50 2	2 1 183	25.50 48C C
1/2         05         1/2         05         100	85 22 0 0	575 400 575 400 575 4					3 1120 20 18	20 1 2		21.41 42C C
THB         60         61         53         400         22         400         31         400         24         400         23         0         50         0         0         0         0.0         0         0.0         0         0.0         0         0.0         0         0.0         0         0.0         0         0         0.0         0         0         0.0         0         0         0.0         0         0         0.0         0         0         0.0         0		180 180 180 180 180 160 1	80 180 18 0 100 2 0		50 0 0 0	4 0 0.78		20 1	2 1 18.4	22.43 570 C
173       77       0.8       443       444       443       444       443       444       443       444       444       446       444       444       444       444       44	1186 60 6 5.8	400 22 490 31 490	26 400 28 0 50 4 2		50 0 0 0	0.4 0 0.08		65 3	2 1 8 58	21.06 47C C
1000         10000         1000         10000         10000        <	73 77 08 4	<u>1 445 445 445 100 4451</u> 575 56 575 575 575 575 6	46 445 445 1 4000 21 2		4719 0 0 0	04 0 056	4 40.0 5 1	70 45 -4	6 6 13.7	19.56 49C C
277         00         30         0         180         180         180         180         180         180         180         180         180         180         180         1226         300         1         50         0         0         32         0         130         1         51         1226         300         120         120         300         120         120         110         110         120         110         110         120         110         1	3034 86 3 -2.6	340 72 340 340 340	70 340 78 0 486 4 4	6 2 2 3 40 1	4005 0 0 0	5.6 0 0.42	4 19.4 2 1	9.0 4	3 1 28	19.00 mg D
1         1	2378 90 30 0		80 180 180 0 20 7 8 28 490 28 0 800 6 2		2107 0 0 0			83 3		18,76 56C 0
Tige         43         0         6         60         460	73 86 34 -4	400 400 400 400 400 4	00 400 240 0 800 2 2	2 2 2 3 25 1	50 0 0 0	74 0 087	4 320 4 1	50 25	5 1 203	18.40 04D D
1879         66         -3.4         -1.4         440         25         180         100         21         21         23         34         21 </td <td>1186 45 0 0</td> <td>400 400 400 400 400 4</td> <td></td> <td></td> <td></td> <td></td> <td>4 10.0 2 1.4</td> <td>35 49</td> <td></td> <td>16.39 50C D</td>	1186 45 0 0	400 400 400 400 400 4					4 10.0 2 1.4	35 49		16.39 50C D
1785         660         -160         430         180 </td <td></td> <td></td> <td>80 180 180 0 400 2 0</td> <td>1 2 2 7 5 3 2</td> <td>1732 0 0 0</td> <td>0 0 1.00</td> <td>10 180 2 1</td> <td>20 05</td> <td>5 1 9</td> <td>13.50 83D D</td>			80 180 180 0 400 2 0	1 2 2 7 5 3 2	1732 0 0 0	0 0 1.00	10 180 2 1	20 05	5 1 9	13.50 83D D
1198       44       14       -0.4       285       2	1875 90 -1.8 -4	160 43 160 160 180 1	80 180 30 0 250 3 3		2424 0 0 0	2.4 0 0.00	4 100 2 1	70 35	3 1 15	13.00 060 D
1000         50         61         -80         400         400         400         60         <		265 265 265 265 265 265 2	203 <u>203 40 0 30 2 1</u> 40 340 68 17 14500 17 15		7302 0 1 0	4.0 0 0.43 0	5 560.0 20 14	329 25 4	0 1 215	10.01 050 0
1875         60         12         400         12         400         400         400         400         100         1         1         1         2         1         1         1         2         1         1         2         1         1         2         1         1         1         2         1	1168 90 0 0	490 490 490 490 490 4	00 400 400 0 50 4 2	1 2 2 3 49 1	50 0 0 0	0 0 100	4 20 1 1	83 4.9	2 1 9	10.12 080 D
1000         001         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01         0.02         0.01 <th0< td=""><td>1675 00 -1.8 -2</td><td>490 12 490 490 490 4</td><td></td><td></td><td></td><td>7.4 0 1.00 0</td><td>15 1320 20 1</td><td>329 4 2</td><td>3 1 20 5</td><td>772 728 8</td></th0<>	1675 00 -1.8 -2	490 12 490 490 490 4				7.4 0 1.00 0	15 1320 20 1	329 4 2	3 1 20 5	772 728 8
1188         42         8         0         245         285         285         285         0         200         5         1         1         0         4         307.02         0         0         0         0         0         0         0         0         1         200         1         1         2         2         2         1         40         4         307.02         0		400 103 400 36 400	56 400 151 0 20 4 2	1 1 1 2 40 1	50 0 0 0	0.8 0 0.18	3 08 1 1	05 49	2 1 9.18	7.64 74D D
0 70 24 08 285 285 70 285 70 285 70 70 285 70 70 285 70 70 7 70 7 70 7 70 7 70 7 70 7 70 7	1166 42 8 0	285 285 285 285 285 285 2				8 0 100 0	5 92.0 10 1	23.0 4	1 1 2 1	557 750 0
1875         60         52         -10         1850         41         1800         34         1800         43         0         1200         3         3         2         2         1         351         1         2424         0         0         1         152         0         233         0.5         440         5         1         7.0         3.5         6         1         44         3.60         7.0         7.0         3.5         6         1         44         3.60         7.0         7.0         3.5         6         1         44         3.60         7.0         7.0         3.5         6         1         44         3.60         7.0         7.0         3.5         6         1         44         3.60         7.0         7.0         3.5         6         1         44         3.60         7.0         7.0         3.5         6         1         44         3.60         7.0         7.0         3.5         6         1         44         3.60         7.0         7.0         7.0         7.0         7.0         7.0         7.0         7.0         7.0         7.0         7.0         7.0         7.0         7.0         7	0 70 24 08		60 160 180 0 350 7 6		748 0 0 0	112 0 100 0	5 140 2 1	18.1 7	5 1 502	3.42 70 0
	1875 90 52 -10	180 46 180 41 180	34 160 43 0 1200 3 3	2 2 2 1 35 1	2424 0 0 0	152 0 023 0	5 480 5 1	70 35	0 1 40	3.60 700 0
	1075 00 3.0 -7	400 401 490 38 490	15 415 415 0 850 5 3	2 2 2 1 2 1 2	4710 0 0 0	0 0 0.83 0	3 332 4	70 25	<u>ol il "iol</u>	1.00 700 0

Table 7 2.5 \* GRD Grade Element Computer Iteration; coefficient 11 N.5

1875         64         31         12         240         70         340
10       76       13       -36       540       340       340       77       340       340       10       22       3       1       22       7       3       1       52       0       0.01       100       20       2.0       2.2       2.1       4.2       2.1       1       52       0       0.01       100       200       10       20.0       2.2       2.2       2.1       1       2.2       1       2.2       1       2.2       1       2.2       1       2.2       1       2.2       1       2.2       1       2.2       1       1.2       1       1.2       1       1.2       1       1.0
1875         42         0         60         460         460         460         460         60         1         2         1         7         4         1         3         1         2         1         7         4         1         1         1         0         0         100
3000         60         2.8         -4         180         100         100         40         7         1300         6         1         2         7         40         3         2         1/2         1         300         10         20         10         50         0         10         50         0         10         50         0         10         50         10         50         10         50         10         50         10         50         10         12         10         10         10         20         10         10         20         10         10         20         10         10         20         10         10         20         10 </td
186         60         0         225         23         24         0
18/3         1/4         48/3         -9.4         48/3         -9.4         48/3         -9.4         48/3         -9.4         48/3         -9.4
3000 61 14 -34 225 43 225 41 225 41 225 13 1225 14 225 13 122 12 12 12 1 20 44 1 12 17 40 4 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 12 12 17 40 1 1 1 12 12 17 40 1 1 12 12 10 1 1 12 12 10 11 12 12 10 11 12 12 10 11 12 12 1
83 78 0 0 113 113 113 113 113 113 113 113 0 0 000 2 0 1 2 2 1 0 0 0 0 1 0 0 0 10 2 2 0 0 0 0
1167 30 40 43 53.4 1167 30 400 400 400 400 400 400 400 400 400
71 40 2 0 223 223 223 223 223 223 223 223 22
1973 51 54 -5 490 37 490 35 490 490 490 2 30 3 3 1 1 1 7 45 1 1550 0 0 0 0 0 104 0 25 10 12 1 1 70 45 4 401 8513 398 8
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
303 45 - 54 - 58 400 400 400 400 400 400 0 30 4 4 1 1 2 7 40 1 50 0 1 1 52 0 100 10 12 1 1 59 0 4 2 1 242 0 142 1242 0 14
73 46 3 0 180 53 180 180 180 84 180 51 0 800 2 2 5 2 7 25 3 80005 0 0 0 3 0 0 44 10 320 4 1 50 25 7 4 24 40.45 348 8
1 1275 50 0 -4.8 340 241 340 340 340 340 340 340 340 0 500 0 0 1 1 2 1 1 2 7 2 1 1 4 0 0 0 0 0 1 3 3 1 2 2 20 1 1 50 2 1 1 1 50 2 1 1 1 50 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
191 87 0 -25 1801 180 180 180 180 180 180 190 1 20 20 1 1 1 2 7 23 1 1 2 7 23 1 1 2 7 23 1 0 0 0 0 1 2 5 0 0 0 0 1 0 2 0 1 1 0 5 2 5 2 1 1 1 5 7 2 7 1 1 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1188 45 18 -0.4 285 285 285 285 285 285 285 285 285 285
1138 42 5 0 200 5 5 20 10 1 200 5 5 20 0 10 1 200 5 5 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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Table 8 3 \* GRD r Iteration;

Element Computer coefficient 11 3.0

Grade

Table 9 4 \* GRD Grade Element Computer Iteration; coefficient = 4.0



HazMet Angle A % B %	NW MS NW MD NE MS NE MD SE MS SEMD SW MS SW MD	88 X_ADT DT NT	THK & LN CO SPD	FC POP	FAT INJ POO	GRD PT ANSD I	PI TCC % TCC	N 17 64 E	1 . a	Pi Gr∉Z
16 76 18 -3.6	340 340 340 340 340 77 340 340	0 2750 2 3	1 2 2 7 25	4 23028	0 3 1	52 0 0.81	10 110.0 20	23 05 25	24 1 352	203.50 3A A 227.70 1A A
	<u>340 70 340 340 340 340 340 340 267</u> 400 400 400 400 400 400 400 400 400		1 2 2 7 70	1 50	1 3 3		10 260 3	2.9 16.1 7	5 4 177	190.73 2A A
0136 00 92 0		4 300 6 8	1 2 2 7 55	3 21732		65 0 0.43	10 120 2	18 153 55 14 90 4	7 1 55	195.90 12A A 187.50 6A A
1875 42 0 0	490 490 490 490 490 490 490 490	0 2500 3 3	1 2 2 7 45	3 23028	1 2 1	0 0 100	10 100.0 10	23 70 45	13 4 115	177 D4 4A A
1075 72 08 -3		26 20 4 0	2 1 2 7 30	1 50		14 0 0.43	10 20 1	1 40 3	28 1 782	166.20 17A A
1166 90 0 0	225 226 225 228 225 225 225 225	0 2000 14 2	7 2 2 7 20	4 45300	0 3 4	0 0 1.00	10 80.0 10	2.6 16.1 2		153.77 5A A
1188 90 48 -5.4		8 1200 4 2	1 2 2 7 40	4 21732	0 1 0	48 0 033	10 480 5	14 80 7	15 1 33.1	142.80 14A A
9136 56 3 2.6	540 46 340 340 540 36 340 540	8 150 6 8	1 2 2 7 45	1 50		0.4 0 0.56	10 60 1	19 153 45	10 4 12 1	137.49 7A A
<u>-3040 00 -3 -4</u> 65 78 0 0	415 415 415 415 415 415 415 415 415	0 2000 2 0	1 2 2 7 23	1 6586	0 3 0	0 0 100	10 80.0 10	22 20 25	10 1 9.11	128.95 BA A
	490 298 490 490 490 42 490 350			3 52267	2 3 2	12 0 0.53	3 1120 20	32 70 45 21 90 4	24 4 154	127.22 10A A 117.60 16A A
1875 76 0 0	265 235 265 48 265 30 265 42	76 12476 14 0	1 2 4 2 25	3 80561	1 0 0	0 0 0.33	3 499.0 20	1.4 14.0 25	00 1 102	114.00 11A A
	490 490 490 490 490 490 490 490 490	3 1063 3 3	11 2 2 7 40	1 45300	0 2 0	0 0 0.79	10 425 5	14 70 4	0 1 19.1	111 84 13A A
0136 00 0 12	400 82 400 46 400 41 400 26	2 300 6 6	1 2 2 7 55	1 50	0 2 2	12 0 0.09	10 120 2	2 13.0 5.5	5 1 15	111.00 18A A
<u>5034 90 5 -5</u>		0 500 4 4	4 1 2 7 40	1 243	j o o o	10 0 0.05	10 20.0 3	1 90 4	4 1 61	86.00 368 B
1875 51 54 -5	400 37 400 35 400 400 400 400	2 30 3 3	1 1 1 7 45	1 1560		64 0 0.79		14 70 45	4 4 60.9	85.93 398 B 85.65 278 B
1875 73 3.6 -5	160 180 180 180 180 180 180	4 100 2 2	2 2 2 7 40	1 163	0 0 0	8.5 0 1.00	10 4.0 1	1 50 4	0 1 532	62 23 258 8
2376 71 5.6 -2.6	490 490 490 490 490 490 490 490 490		1 1 2 7 40	1 50		52 0 100	10 12 1	15 90 4	2 1 340	77.42 328 8
73 76 -0.4 -11	225 120 225 73 228 50 225 36	0 50 2 2	1 1 2 7 25	1 20006	0 0 1	10.4 0 0.31	10 20 1	1.1 50 23	2 1 602	77.17 52C B
1875 36 10.8 0 9136 82 5.8 6	490 78 400 49 490 76 490 49	0 50 6 8	2 1 2 7 55	1 50		58 0 120	10 20 1	1.1 153 55	2 1 37	00 72 268 B
16 44 2 -7.6	180 160 180 180 180 681 180 180	0 20 2 3		2493		95 0 057		1 65 25	2 4 582	89.70 46C B
75 78 2 -7.2	265 265 265 265 265 265 265 265	0 50 2 2		1 50		92 0 120	10 20 1	1 50 25	2 1 541	64.11 57C B
3040 67 22 -2.8	400 99 490 39 490 490 490 50	0 20 4 14	1 1 2 7 30	1 50	- 8 8 8	78 0 035	10 08 1	1 40 3	2 4 40.8	56.84 55C 8
1075 78 3.5 -4	490 490 490 490 490 490 490 490 490	0 30 2 2	1 1 1 7 40	1 50	0 0 0	78 0 1.00		1 5.0 4	2 1 458	58.81 45C 8
1875 77 3 -4.2	490 490 490 490 490 490 490 490 490	0 50 3 1	2 1 1 7 40	1 - 50	0 0 0	72 0 100	10 20 1	-1 43 4	2 1 448	50.96 44C B
3034 83 2 -4	225 225 225 225 225 225 100		1 2 2 3 40	3 20036		6 0 0.87	4 48.0 5	1 90 4	22 1 39	54.42 228 B 52.45 WB B
1186 74 5 -4.2	265 26 265 26 265 265 285	12 100 4 2	1 2 2 3 40	1 50	0 0 0	92 0 055	4 40 1	1 05 40	14 1 582	52.12 378 C
	340 264 340 340 340 340 340 340 340 340 180 180 180 180 180 180 180 180	5 1400 2 2	2 2 2 7 10	3 15414		18 0 100	10 56.0 10	1.1 5.0 2	24 4 35 8 18 1 19.8	47.05 338 C
1875 70 38 -1.2	490 490 490 490 490 50 490 4			1 50	0 0 0	4.8 0 0.52		1 40 3	3 1 323	45.32 43C C
	400 50 400 50 400 400 400 400 400	2 20 2 0	1 1 1 7 10	1 791	ð ö ö	32 0 036	10 0.8 1	1 20 1	4 1 338	39.63 620 C
	490 73 490 92 490 70 490 37	34 450 4 0		1 50	8 8 8	0 0 0.14	10 08 1	1 10.3 4.9	2 4 17.7	37.76 408 C
85 90 0 6	875 575 575 575 575 575 575 575 575	1 5600 2 0	1 2 2 2 25	7 14966		0 0 1.00	3 2320 20	15 20 25	28 1 9	38.45 308 C
	265 265 265 265 265 265 265 265 265 265	18 1500 2 3	1 2 2 3 25	2 50	0 0 0	0 0 1.00	4 60.0 10	1 65 25	28 4 10	34 81 368 C
		0 2000 1 0	1 2 2 3 20	10 12340			10 80.0 10	1 10 1	20 1 125	33.50 41C C 32.69 368 C
2 87 2 -2	180 180 180 180 180 180 180 18	0 100 2 0	1 1 2 7 10	1 50	0 0 0	4 0 0.78	10 40 1	1 20 1	2 1 284	32 43 87D C
		0 200 2 2	4 1 2 7 20	1 1619	0 0 0	22 0 0.70	10 80 1	1 5.0 2	2 1 22	31.00 48C C
73 86 34 -4	400 400 400 400 400 400 400 400 240	0 800 2 2	2 2 2 3 26	1 50	0 0 0	74 0 087	4 320 4	1 50 25	5 1 47	25.80 BHD C
85 22 0 0	575 490 575 490 575 490 575 142	0 5900 5 0	1 2 2 2 10	4 50	0 2 0	0 0 0.70	3 1120 20	18 20 1	24 9 17.3	23 41 42C C
2376 00 38 0				1 441719	0 0 0	32 0 0.62	3 160.0 20	1 5.0 2	22 1 201	22.54 50C D
1186 80 0 86	490 22 490 31 490 28 490 28	0 50 4 2		1 50	0 0 0	04 0 006	10 20 1	1 05 3	2 1 9.56	22.08 47C D
1875 28 -0.4 -0.8	575 36 575 575 575 575 64	0 1000 3 3	1 2 2 3 45	1 441710	0 0 0	04 0 036	4 400 5	1 70 45	6 9 167	2026 496 0
	400 400 400 400 400 400 400 400 400	0 250 2 1		1 444719	0 0 0	2 0 0.40	4 160 2	1 70 45	3 1 10.4	15.94 50C D
875 00 - 4 -4	180 43 180 180 180 180 50	0 250 3 3	2 2 3 35	1 2424		24 0 0.60	4 100 2	1 70 35	3 1 21	15.40 MOD D
	200 203 283 203 203 203 203 40	0 400 2 0	1 2 2 7 6	3 21732	j o o o	0 0 100	10 100 2	1 20 03	3 1 0	13.50 600 0
10008 80 2 -2.6	340 17 340 159 340 340 340 06	17 14500 17 15		3 367302		45 0 043	4 2.0 1	14 32.0 25	40 1 - 33 2 1 - 31	11.61 650 D
1875 00 -1.8 -2	490 12 490 490 490 490 490 490	0 10 2 2		1 30		02 0 076	4 04 11-	1.1 30 4	3 1 0	9.46 720 0
10000 80 38 -3.6	340 340 340 340 340 340 340 340 340 340	0 20 4 2		1 50		0.0 0 0.18	3 04 1	1 03 49	2 1 107	8.09 74D D
1186 42 8 0	265 265 265 265 265 265 265 265	0 2300 5 15	2 2 2 1 40	4 367302		8 0 100	0.5 920 10	1 230 4	14 4 525	<u>857</u> 750 0
1875 90 52 -10		d 330 7 8	3 2 2 1 70	1 748	ă ă ă	112 0 100	03 140 2	1 18.1 7	3 1 872	522 770 0
0 70 28 08	285 285 285 28 285 285 285 285 285	0 9500 2 3	2 2 4 1 25	3 20017		2 0 0.77	05 360.0 20	1 70 45	23 1 213	427 760 D 3.95 800 D
1875 90 0 0		0 830 3 3	2 2 2 1 25	2 444710	0 0 0	0 0 0.83	0.5 33.2 4	1 7.0 2.5	6 1 10	1.00 790 0

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Table 10 5 \* GRD Grade Element Computer Iteration; coefficient =

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		-	1.00			2010	3		10.1	· · · ·	3		1.3.	1	100,30		24.	1 A.	i <b>i</b>
	0	0	1.00	ľ	10	100.0	10	23	70	45	13	4	115		177.04		46	Ā	
	8.8	0	0.43		10	52.0	10	14	9.0	- 4	20	Π	26.9		162.19		84	A	1 41
	0	0	1.00	<b>—</b>	10	60.0	101	2.6	16.1	2	14	T	15	-1	153.77		54		
	02	0	0.05	t	16	120	- 31	TA	153	58	7	Ť	20 7	-	150.34		101		
	04	- ň	0.54	-	10	80		10	1 1 5 1	14	10	1	10.0	-+	126 40		74	12	ענו
_	- 7		1 77		17	- 25 2	- 1		1.22	- 37	1 i i i i i i i i i i i i i i i i i i i	-7	1 1 1	++	122.2			<del>1</del>	
			1 100	-	18	~~~	- <del>`</del> ¥ I		1 10				1.1		101 10		- 60	١ <u>ڊ</u>	
			0.10	1	10	100	<u>  ⊹</u>		24		8		1.00	-	121.10		178	LA.	
_			0.01	·	10	100				-	<u> </u>	L	10.3		120./8	-	- 24		
-	4.8	0	0.33	_	10	48.0	2	14	9.0	4	15	1	19.9	ш	124.41		146	Δ.	
	_0.8	0	0.00		3	112.0	20	32	7.0	4.5	24	4	132	LI	123.10		10A		
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_	94	0	0.79		10	12.0	- 31	14	7.0	-	3	4	24.8	Ц	61.01		279	8	
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	10	0	0.95		10	20.0	_ 5	1 1	90	4	- 4	1	33.5	£Π	58.50		368	8	
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	8.4	0	1.00		10	12	1	1	18.1	7	2	1	272		57.33		298	B	
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	0.0	0	0.87		10	0.8	11	1	8.5	25	2	. 4	318		43.30		46C	8	IHN
	92	0	0.55		- 4	4.0	.1	1	8.5	49	14	1	29.9		42.00	Ξ.	378	B	
	9.6	0	1.00		10	1.6	11	1	0.5	25	2		302		41.71	-	51C	A	• •
	1.8	0	1.00		10	58.0	10	1.1	5.0		18	1	14.8		41.01	-	218	A I	
_	92	0	1.00	-	10	2.0	1	1	5.0	25	2	1	26.8		36 81		570	T A	
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		0	0.14		10	0.8	1	1	10.3	4.9	2	4	14.7		34.73		406	C C	LLLHL
	0	0	1.00		4	60.0	10	1	0.5	2.5	26	4	10	LT	34.61		358	C	
	Ö	0	0.70		4	128.0	20	12	63	2	23	4	102		32,60		368	C	
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	- 4	0	0.78		_10	4.0	1	1	50	1	2	1	17.4	1.1	21.43		67D	[ <u>C</u>	
	12.8	0	0.48		. 4	120	2		5.0	2	- 5	1	38.2		21 28		090	C	
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-	32	0	0.82		3	160.0	20	1	5.0	2	22	1	17.3	11	19.90		50C	ĉ	
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	0 5 0	0	1.00		10	18.0	2	<u>+ 'î</u>	70	45	3	Ť	139	H	13.74	H	00	Ř	ä
	2	0	1.00		10	180	22		70 20 70	45	3		139		13.74 13.50 12.76		200	900	h

Mat Angle A % B %	NW MS NW MO HE MS HE MO BE MS SE MD SW MS SW MD	SBX_ADT DT NT TRK & LN CO SPO	FC POP F	AT INJ PDO	GRO PT ANSD	PI TCC & TCC	A/ TI 54	ELVCI	Pi Gr≠Z
875 80 3 -12 16 76 1.6 -3.6	340 70 340 340 340 340 340 207 340 340 340 340 340 340 340 340 340 340	<u>32 7744 4 2 1 2 2 7 2</u> 0 2750 2 3 1 2 2 7 2	3 80561 4 23928	0 1 2	42 0 0.76 52 0 0.81	10 309 8 20 10 110.0 20	16 65 2	56 1 185 24 1 209	215.94 1A A 200.91 3A A
875 42 0 0			3 23928			10 100A 10	23 70 45		177.04 4A A
	225 228 225 228 225 225 225 225 225		4 45309		0 0 100	10 80.0 10	28 16.1 2	14 1 15	153.77 50 6
136 90 92 0 136 56 3 24	<u>400 27 400 12 400 33 400 27 540 340 27 540 46 340 340 340 340 340 340 340 340 340 340</u>		1 50		0.4 0 0.56	10 120 2	19 153 45	10 4 10.9	130.30 12A A 136.40 7A A
65 78 0 0 875 74 4.8 -0.4	415 415 415 415 415 415 415 415 415 415		1 0000	0 0 0	14 0 0.43	10 60.0 10	22 20 25	26 1 30.7	127.70 6A A
0049 90 -3 -4 004 81 1.4 -3.4	340 161 340 62 340 35 340 127 225 43 225 43 225 41 225 173	8 1200 4 4 1 2 2 7 4	4 21732	0 1 0	4.8 0 0.33	10 100 2 10 480 S		24 1 103 15 1 199	126.78 9A A 124.41 14A A
875 51 -0.8 0 188 90 4.6 -5.4	400 293 400 490 490 42 490 359 180 180 180 180 180 180 180 180 180		3 52267	2 3 2	0.8 0 0.60	3 1120 20 10 200 3	32 70 45	24 4 132	123.10 10A A 116.40 19A A
675 76 0 0 166 30 0 0	285 233 285 48 285 50 285 42 490 490 490 490 490 490 490 490	76 12476 14 0 1 2 4 2 2 4 300 6 2 1 2 2 7 4	3 80561	1 0 0	0 0 0.33	3 499.0 20 10 12.0 2	1.4 140 23	90 1 102	114.00 11A A 113.27 15A A
034 77 1 1 1	225 225 225 200 225 225 59 225 82 225 80 225 225 82	3 1063 3 3 11 2 2 7 4	1 45309	0 2 0	12 0 0.53	10 42.5 5 10 33.0 4	18 70 4 2.1 90 4	8 1 10.1	111.84 13A A 110.87 16A A
875 72 88 -3 138 90 0 12	180 180 180 75 180 85 180 180 400 82 400 48 400 41 400 28	0 50 4 0 2 1 2 7 3 2 300 6 6 1 2 2 7 5		0 4 0	9A 0 0.72 12 0 0.09	10 20 1 10 120 2	2 130 55	2 1 30.9	106.23 218 A
73 49 2 0	225 225 225 225 225 225 225 225 225	51 4800 3 3 1 2 2 2 2 2	3 20036		2 0 1.00	3 164.0 20	15 70 25	74 4 15.1	\$3,21 20A B
875 73 3.8 -5 034 90 5 -5	160 160 160 160 160 160 160 160 160 160 160 160 160 160 160 160 160		1 163		8.6 0 1.00		1 50 4	6 1 29 6	50.56 258 B
875 51 54 -5	490 37 490 35 490 490 490 490 490		1 1560	0 0 0	10.4 0 0.54		1 70 45	4 4 323	57.33 398 8
<u> 0 - 0 4 - 5 8</u>	400 400 400 400 400 400 400 400 400				32 8 120		15 90 4	2 1 203	5597 328 B
20 87 22 -28	400 00 400 30 400 400 50		1 50		5 0 035		1 213 4	2 1 103	48.78 318 8
73 76 -04 -11	225 120 225 73 225 50 225 36		1 20008			10 20 1	11 30 23	2 1 310	45.71 520 8
73 46 3 0		0 800 2 2 5 2 2 7 2	3 20036		3 0 0.40	10 320 4	1 50 23	2 1 217	420 348 8
73 30 0 -4.8 16 44 2 -7.6	160 160 160 160 160 540 540 540 540 540 540 540 540 540 54		1 2493		0.8 0 0.87	10 08 1	1 0.5 25	2 4 3 8	41.00 248 B 43.30 46G B
	<u>- 203 20 253 20 203 203 203 203</u> - 400 400 400 400 400 400 400 400 400		1 2403	0 0 0	96 0 100		1 05 25	2 1 302	41.71 51C 8
73 78 2 -7.2	205 205 205 205 205 205 205 205 205 205		1 50	0 0 0	92 0 100	10 20 1	1 50 25	2 1 28.8	41.61 338 B 36.81 57C B
75 76 3.6 -4				0 0 0	7.5 0 1.00	<u> </u>	1 50 25	2 1 24.7	37.71 45C C
75 50 4 4 75 47 34 -42	490 50 490 85 490 81 490 60 340 240 340 54 340 340 340 66	34         450         4         0         1         2         2         2         3           0         20         4         0         1         1         2         7         3			78 0 051	3 180 2 10 0.5 1	1 40 3	37 4 10	37.51 238 C 37.30 55C C
75 77 3 -4.2 65 90 0 0	400 400 400 400 400 400 400 400 400 400		7 14988	0 0 0	72 0 100	10 20 1	1 43 4	2 1 24.8	37.16 44C C 36.45 308 C
88 31 -0.8 1 <i>A</i> 18 56 0 0	400 73 400 02 400 70 400 37 285 285 285 285 285 285 285 285 285	0 20 8 2 1 1 1 7 4	2 50	0 0 0	0 0 1.00	10 0.8 1 4 60.0 10	1 10.3 4.9	2 4 14.7	34.73 408 C
88 54 -0.2 -0.2 75 70 5.8 -1.2	160 73 180 180 180 180 180 73 460 490 490 490 490 490 4	0 3200 6 2 1 2 2 3 2 1 20 4 0 1 1 2 7 3	5 4978	0 0 2	4.8 0 0.52	4 128.0 20	12 63 2	25 4 102	32,50 368 C
0 74 02 -3 0 90 0 1	400 400 400 400 400 400 400 400 400 180 180 180 180 180 180 180 180 180		10 12340	8 8 8	92 0 100	10 80 1		2 1 28 9	31 £0 710 C
14 77 28 -24 16 87 0 -25			1 701	0 0 0	52 0 0.56		1 20 1	4 1 193	25.53 620 C
5 60 22 0 5 22 0 0	180 180 160 160 180 57 180 86 575 490 575 490 575 400 575 142		1 1619	0 0 0	22 0 0.70		1 50 2	2 1 16	24.05 48C C
2 07 2 -2	180 180 180 180 180 180 180 180 180 180		1 50	0 0 0	4 0 0.78		1 20 1	2 1 174	21.43 67D C
88 80 6 50	400 22 400 31 400 28 490 28		50	0 0 0	04 0 0.08		1 03 3	2 1 8 48	2026 17C C
73 26 -0.4 -0.8	675 36 573 675 575 575 96 4/0 22 3/0 3/0 3/0 28 3/0 78		1 444710		04 0 0.56	4 400 3	1 70 43	0 0 158	10 A2 40C C
76 00 3.6 0					3.8 0 1.00	4 08 1	1 16.1 7	2 1 17.1	18.90 58C D
73 60 34 -4	400 400 400 400 400 400 400 240		50	0 0 0	74 0 087	4 320 4	1 50 25	5 1 207	17.86 640 0
75 60 -3.4 -1.4	400 56 400 100 400 400 400 100		1 444710	0 0 0	2 0 0.40	4 180 2	1 70 43	3 1 139	10.30 50C D 13.74 010 D
00 00 0 0 75 00 -1.8 -4		0 250 3 3 1 2 2 3 3	1 2424	0 0 0	24 0 0.00	10 160 2	-1 20 05	3 1 14	13.50 600 D
	265 265 265 265 265 265 265 265 40 340 17 340 159 340 340 340 66	0 50 2 1 2 2 3 4 17 14500 17 15 1 2 4 1 2	3 367302	0 0 0	2 0 0.79	4 20 1 05 5600 20	1 35 49	2 4 165	11.00 700 0 10.73 660 D
	400 400 400 400 400 400 400 400 400 400 12 400 400 400 400 400 400		1 50	0 0 0	02 0 1.00	4 20 1	1 65 49	2 1 845	10.12 060 0
0 20 20 -2.0	340 340 340 340 340 340 340 340 340 460 100 400 36 400 56 400 151		3 367302	0 0 0	7.4 0 1.00	05 1320 20 3 0A 1	1 329 4	23 1 27.7	7.83 730 0
68 42 8 0	285 285 285 285 285 285 285 285		4 367302		8 0 100	05 000 10	1 230 1	14 4 305	5.47 750 0
70 28 08	180 180 180 180 180 180 180 180		740		112 0 100	05 140 2	1 10.1 7	3 3 30.4	386 770 0
75 90 52 -10 75 90 3.6 -7	180 46 180 41 160 34 160 43 460 40 400 56 400 26 400 35				108 0 007	05 08 1		2 1 33.9	3.51 76D D 2.49 600 D
5 90 0 0	415 415 415 132 415 415 415 415	1 01 0001 01 01 1 41 41 51 11 55	1 1 41 999/19/		0 0 01 0331	1 0 5 33 2 4 {	1 /01 25	1 01 101	1.00 790 0

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IS %	12

5 \* 1/A%SD Sight Distance Element Computer Iteration; coef. H 5.O

HazMat Angle A % 8 %	NW MANW MD NE MA NE MD OEN	NS &E MD 5W MS &W MD &B X_ADT D1 NT	TRK & LN CO SPD FC POP	FAT INJ PDO ORD PT ANISD	PITCCNITCC N T	7 BIELAC: PIOr≢Z
0156 00 92 0	490 27 490 12 4	40 33 400 27 4 300 6 6 40 340 340 287 32 7744 4	1 2 2 7 55 1 50 1 2 2 7 20 3 80561	0 2 0 92 0 005	10 120 2 1.8 1 10 309.8 20 1.8	5.3 5.5 7 1 106 267.75 12A A 8.5 2 55 1 15.6 211.01 1A A
		90 41 490 26 2 500 6 0 60 40 40 490 1 650 7 6	1 2 2 7 55 1 50		10 120 2 2 1 10 200 3 29 1	30 53 5 1 66 21100 16A A 6.1 7 5 4 157 19343 2A A
	490 490 490 490 4	400 400 400 400 0 2500 3				70 4.5 13 4 10.5 100.54 4A A 0.5 2.5 24 1 15.4 100.20 3A A
	225 225 225 225 225 2	23 225 223 223 0 2000 12	7 2 2 7 20 4 45300		10 800 10 28 1	
3009 90 28 -4 9136 50 3 28	180 103 180 56 1 340 46 340 \$40 5	80 11 180 40 6 130 6 C		1 1 1 04 0 056	10 60 1 19 1	3 4 5 10 4 10 150AS 7A A
<u>5046 00 -3 -4</u> 85 78 0 0	340 181 340 82 3 415 415 416 415 4	40 35 340 127 21 250 4 15 415 415 415 8 2000 2 0			10 80.0 10 22	
3000 61 1.4 -3.4 1875 51 -0.6 0	225 43 225 43 2 490 263 490 490 4	25 41 225 173 6 1200 4 4 90 42 460 359 1 2600 3 3	1 2 2 7 40 4 21/32		10 48.0 5 1.4 3 112.0 20 32	70 43 24 4 197 12033 10A A
3034 90 04 -0.8	225 82 225 89 2 490 490 490 490 4	25 225 225 62 3 825 4 4 90 490 490 490 4 300 6 2	1 2 2 7 40 1 1322		10 33.0 4 2.1 1 10 12.0 2 2 1	
3034 77 1 1	225 225 225 200 2 265 203 265 46 2	25 225 225 50 3 1060 3 3 83 50 263 42 76 12476 14 6	11 2 2 7 40 1 45309 1 1 2 4 2 25 3 60561		10 425 5 18 3 4000 20 1A 1	10         4         9         1         25.5         123.26         134         A           4.0         2.5         60         1         25.4         120.51         11A         A
1186 60 6 55	400 22 400 31 4	90         28         400         26         0         50         4         2           90         209         490         64         26         20         4         0	1 1 1 7 30 1 50 1 1 2 7 30 1 50	0 0 0 04 0 0.06	10 20 1 1 1 10 08 1 1	85 3 2 1 975 10090 47C A 40 3 28 1 199 10792 17A A
1186 90 48 -5.4	180 180 160 160 1	80 180 160 180 12 500 4 2 25 225 225 51 4600 3 3	1 2 2 7 40 1 50	0 0 0 10 0 100	10 20.0 3 1 3 164.0 20 1.5	85 4.9 16 1 14 96.90 19A A 70 2.5 74 4 158 90.43 20A B
	490 73 490 92 4	00 70 400 37 0 20 8 2 80 85 160 180 0 50 4 0	1 1 1 7 49 1 50 2 1 2 7 30 1 50	0 0 0 1.1 0 0.14	10 08 1 1 1 10 20 1 28	0.3         4.6         2         4         46.2         66.29         406         B           4.0         3         2         1         16.2         65.07         218         B
1875 36 108 0	490 78 490 44 4		1 1 2 7 30 1 50			40 3 2 4 497 5970 54C B 15 4 2 1 225 51.90 318 8
1075 54 0.0 -5.8	340 340 340 340 3	40 197 340 204 0 300 3 3 80 81 490 80 34 450 4			10 120 2 1.4 3 160 2 1	7.0 4 3 4 16.5 49.66 278 B 4.0 3 37 4 45.5 46.16 238 B
73 46 3 0		80 84 180 51 0 800 2 3 80 490 490 490 0 30 4	<u>3 2 2 7 25 3 20036</u> 1 1 2 7 40 1 50	0 0 0 3 0 0.40	10 320 4 1	50 25 7 4 252 47.74 34B B
3034 63 2 -4	225 226 225 226 2	25 225 225 106 16 1200 4		0 0 0 6 6 0 047	4 48 <u>0</u> 5 1 1	0.0 4 22 1 14.8 44.72 228 B 53 55 2 1 14 44.42 208 B
1675 73 36 -5	180 180 160 180 1	80 180 180 180 4 100 2		0 0 0 88 0 100		
2376 71 55 -28 168 61 1 -12	400 400 400 400 400 400 400 400 400 400	00 400 400 20 0 800 6	1 2 2 3 30 4 2197	0 0 0 22 0 007		63 3 6 1 762 4341 50C B
1875 51 54 -5		80 180 180 180 5 1400 2 2	2 2 2 7 10 3 15414			50 1 18 1 158 42.45 308 B
3034 00 5 -5 1875 56 0 -4.6	180 144 180 180 1 340 264 340 340 3	80 180 180 180 0 500 4 4 40 540 540 540 6 5560 8 0	1 2 4 2 20 4 444719		3 1432 20 19	
73 57 03 -24 85 00 0 0	490 50 490 490 4 875 875 575 875 5	100 66 400 72 20 3000 2 4 75 575 575 575 1 5800 2 0			3 2320 20 15	20 25 26 1 14 38.70 308 8
73 78 -0.4 -11 1186 74 5 -4.2	225 120 225 73 2 265 29 265 29 2	25 50 225 38 0 50 2 1 25 265 265 265 12 100 4 1				85 4.9 14 1 183 37.36 378 C
18 56 0 0	285 285 285 285 286 2 180 73 180 180 1	85 285 285 285 16 1500 2 3 80 180 180 73 0 5200 6 2	1 2 2 3 20 5 4078		4 126.0 20 12	63 2 25 4 173 3630 368 C
0 90 0 1 1875 70 3.6 -1.2	180 180 180 180 180 1 490 490 490 490 4	80 180 180 180 0 2000 1 0 90 30 490 4 1 20 4 0	1 1 1 10 10 10 12340	0 0 0 4 4 0 032	10 80.0 10 1	10 20 123 3350 41C C 40 3 3 1 179 3090 43C C
1875 47 3.8 -4.2	340 240 340 54 3 160 160 180 180 1	40 340 340 06 0 20 4 0 80 66 180 160 0 20 2 3	1 + 1 + 2 + 30 + 50 + 50 1 + 1 + 2 + 7 - 25 + 2400			40 3 2 4 195 70-50 56C C 65 25 2 4 159 27.43 46C C
85 22 0 0 1875 90 22 0	575 490 575 490 5 180 160 180 180 1	175         400         575         142         0         2800         2         0           80         57         160         88         0         200         2         2	1 2 2 2 10 4 50	0 0 0 22 0 0.70	3 1120 20 1.8 10 6.0 1 1	20 1 24 9 24.5 27.28 42C C 50 2 2 1 18.1 27.13 48C C
1875 77 3 -42	490 490 490 490 4	90         400         400         0         50         3         1           90         490         490         0         50         3         1           90         490         490         0         50         2         2	2 1 1 7 40 1 50 1 1 1 7 40 1 50	0 0 0 72 0 100	10 20 1 1 10 12 1 1	43 4 2 1 138 2598 44C C 50 4 2 1 128 2581 45C C
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73 76 2 -72	265 265 265 265 2 575 36 675 575 5	1000 3 285 285 265 0 50 2 2 175 575 575 96 0 1000 3 3	1 2 2 3 45 1 444719	0 0 0 02 0 100	10 20 1 1 4 400 5 1	50 25 2 1 13.1 20.11 57C C 70 45 6 9 23.8 23.04 49C C
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300         30         43         430         430         43         430         33         1         2         2         3         45         1         44776         0         0         2         1         10         1         2         2         3         35         1         44776         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>3000 00 0 0 0 180 180</td> <td></td> <td></td> <td>0 0 0 0 0 0 100 10 16 0 2 1 20 05 5 1 24 2850 600 0 0 0 55 0 042 4 194 2 1 90 4 3 1 499 2835 600</td>	3000 00 0 0 0 180 180			0 0 0 0 0 0 100 10 16 0 2 1 20 05 5 1 24 2850 600 0 0 0 55 0 042 4 194 2 1 90 4 3 1 499 2835 600
C       74       62       -31       400       400       400       400       400       400       400       400       400       400       400       400       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 <t< td=""><td></td><td>490 108 490 490 490 133 0 450 3</td><td>3 1 2 2 3 45 1 444719</td><td></td></t<>		490 108 490 490 490 133 0 450 3	3 1 2 2 3 45 1 444719	
This       IS       0       0       440       440       440       400       400       400       400       400       400       400       1       12       2       3       40       1       162       0       1       0       0       1       00       2       14       23.3       40       3       4       20.3       24.78       560       10       10       0       0       10.0       4       10.0       2       14       23.3       40       3       4       20.3       24.78       560       10       10.0       4       10.0       2       14       23.3       40       1       162       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>0 74 82 -3 490 490 73 77 08 4 445 445</td><td>445 166 445 48 445 445 1 4000 2</td><td>2 1 2 1 2 30 1 44719</td><td>0 0 0 32 0 0.02 3 160.0 20 1 50 2 22 1 34.3 24.99 50C</td></t<>	0 74 82 -3 490 490 73 77 08 4 445 445	445 166 445 48 445 445 1 4000 2	2 1 2 1 2 30 1 44719	0 0 0 32 0 0.02 3 160.0 20 1 50 2 22 1 34.3 24.99 50C
2376         33         23         35         125         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126         126		400 400 400 400 400 400 0 250 2 100 54 180 180 180 58 0 300 2 2		0 1 0 0 100 4 100 2 14 35 49 3 4 26.1 24.79 59C
1875         00         -1.8         -4         1893         00         -1.8         -4         1893         00         -1.8         -4         1893         00         -1.8         -4         1893         00         -1.8         -4         1893         00         -1.8         -4         1893         00         -1.8         -4         1893         00         -1.8         -4         1893         00         -1.8         -2         1         2.3         2.5         1         50         0         0         7.7         -4         3.2         2         1         2.3         2.5         1         50         0         0         7.7         4         3.2         4         1         50         0         7.7         4         3.2         4         1         50         0         7.7         4         3.2         4         1         50         0         7.7         4         3.2         4         1         50         0         7.7         4         3.2         7.7         7.7         7.7         7.7         7.7         7.7         7.7         7.7         7.7         7.7         7.7         7.7         7.7         7.7         7.7	2376 90 38 0 180 180	180 160 160 180 180 0 20 7		
T31         66         3.4         -4         0.00         400         400         400         400         200         1         2         2         1         50         0         0         7.4         0         0.87         4         32.0         1         1.1         50         25         5         1         77.2         6         3.4         -4         1.0         0.87         4         32.0         1         1.1         50         0         0         0         7.4         1.0         1.1         1.7.2         17.86         64.00         0         0         0         0         0         7.4         1.0         1.0         7.4         1.0         1.0         7.4         1.0         1.1         1.7.2         1.1         1.7.2         1.1         1.7.2         1.1         1.7.2         1.1         1.7.2         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0		400 400 400 400 400 400 0 10 2		<u>0 0 1 02 0 076 4 04 1 1 50 4 2 1 278 1707 720</u>
1183         00         10         00         10         00         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		400 400 400 400 400 240 0 800 2 285 285 285 285 285 40 0 50 2	2 2 2 3 25 1 50 1 2 2 2 3 40 1 1 162	0 0 0 0 1 0 1 1 7.74 0 0.87 4 32.0 4 1 5.0 2.5 5 1 27.2 17.86 640 0 6 0 2 0 0.79 4 2.0 1 1 3.5 4.9 2 4 31.1 17.74 700
10000         66         2         2         4.6         1         2.0         100         0.5         10.2         0.2         100         100         0.5         0.2         0.2         100         0.5         0.2         0.2         0.2         100         0.5         0.2         0.2         0.2         100         0.5         0.2         0.2         0.2         100         0.5         0.2         0.2         0.2         100         0.5         0.2         0.2         0.2         100         0.5         0.2         0.2         0.2         100         0.5         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2         0.2 <th0.2< th=""> <th0.2< th=""> <th0.2< th=""></th0.2<></th0.2<></th0.2<>	1184 90 0 0 490 490	400 400 400 400 400 400 0 50 4		
1000         60         338         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38         -38 <td>10605 86 2 -2.8 340 17 1675 90 3.6 -7 490 40</td> <td>400 36 400 28 490 33 0 20 3</td> <td></td> <td>0 0 0 108 0 007 05 08 1 1 70 45 2 1 210 11.73 800</td>	10605 86 2 -2.8 340 17 1675 90 3.6 -7 490 40	400 36 400 28 490 33 0 20 3		0 0 0 108 0 007 05 08 1 1 70 45 2 1 210 11.73 800
1037         03         23         100         160         131         160         131         160         131         160         131         160         131         160         131         160         131         160         131         160         131         160         131         160         131         160         132         133         12         12         12         12         135         11         2424         0         0         0         152         0         203         23         23         21         135         11         2424         0         0         0         152         0         230         23         22         21         135         13         2007         0         0         0         152         0         230         23         22         11         243         1         2037         0         0         0         0         0         0         0         0         0         23         22         13         2307         170         0         0         0         0         0         0         0         0         11         203         11         203         11         203         1	10008 80 3.8 -3.8 340 340	340 340 340 340 340 340 0 3300 17 13 265 265 265 265 265 0 2300 5 13	5 2 2 2 1 40 4 367302 5 2 2 2 1 40 4 367302	
1 0 ( <u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u></u>	1875 60 52 -10 160 44	180 41 180 34 180 43 D 1200 3 3		
	2376 74 7.6 -3.6 160 180	180 180 180 180 180 180 0 350 7		
	1875 60 0 0 415 418	4151 1321 4151 4151 4151 4151 1 01 8301 31 3	<u></u>	

10/31         64         31         -121         340         700         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         340         100         320         120         247         100         350         10         320         120         120         100         320         120         120         100         320         120         120         120         120         120         120         120         120         100         100         320         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120         120
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$
1166       00       0       0       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       225       245       31       12       27
#130       56       3       240       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       340       341       411       341       411       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1
3046         60         -3         -4         540         161         540         11         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         1         12         140         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         <
e13d       b00       b21       c1       b21       c1       b21       c1       b21       c1       b22       c1       b11       b12       c1       c1       c2       c2       c2       c1       c2       c2       c2       c2       c1       c2       c2       c2       c1       c2       c2       c2       c1       c2       c2       c2       c1       c2       c2 <thc2< th=""></thc2<>
1875 76 0 01 2465 233 246 44 265 60 283 44 76 12476 14 0 1 2 4 2 45 3 80261 1 0 0 0 0 0 0 33 3 4090 20 1 4 143 23 49 11A 43 14 143 14 144 11A A A 3 30 4 0 0 400 400 400 400 400 400 400
3004 61 14 -3.4 223 43 223 44 223 41 223 173 6 1200 4 4 1 1 2 7 49 4 21722 0 1 0 4 4 0 0 430 5 14 103 4 13 192 14 103 4 15 1928 11 29 144 A
<b>01301 00 01 121 (400 63 4400 440 460 401 1400 270 1 420 00 01 1 1 1 2 1 30 0 0 2 2 1 1 0 0.00 10 12 2 1 72 0 3 3 1 0 100 14 140 1.00 1</b> 100 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1.00 14 140 1
73 78 - 04 - 01 225 126 225 73 225 75 225 25 75 225 37 25 25 25 25 25 25 25 25 25 25 25 25 25
16 67 61-23 160 160 160 160 160 160 160 160 160 160
73 77 0 8 4 445 445 445 445 445 445 445 445 445
Stocks         SO         T         SO         T         SO         T         SO
73         86         3.4         -4         4001         4901         4901         4901         4901         2401         0         800         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21         21 <th21< th=""> <th21< th=""> <th21< th=""></th21<></th21<></th21<>

 

 Table 16

 TF= NT +DT + (NT/DT) + (HAZMAT/2000)

 Train Factor with Hazardous Material Element

 Iteration; coefficient = 0.0005

 Computer

1

HezMat Angle A% 8% 1	NW MONW MONE MS NEMO BEMS BEMD BW MS \$W MD	68 X_ADT DT NT	TRK & LN COSPD F	C POP	FAT INJ PDO OF	ROPTANSO PI	TCC & TCC N	π sγ €l	<b>Χα</b> P	Gr≠ Z
1875 86 3 -1.2	340 70 340 340 340 340 340 340 287	32 7744 4 2	1 2 2 7 20	3 80561	0 1 2 1	42 0 0.76 1	0 309 8 20 14	6.5 10 55	1 10 900	
	340 340 340 340 340 77 340 340	0 2750 2 3		3 23028			0 100.0 10 23	70 225 13	4 12.5 717	<b>734 43 1</b>
3000 90 2.6 -4	180 103 180 56 180 111 160 40	7 1300 4 4	4 2 2 7 40	3 21732	0 1 0	85 0 0.43 1	0 520 10 1.4	00 20 20	1 10 500	5.00 44 4
2378 48 0 -1.4	400 400 400 400 400 400 400 400 400 400	8 2000 2 0		1 0500	- 8 3 8		0 800 10 23	2 20 125 19	1 10.1 54	
3049 90 -3 -4	340 181 340 82 340 35 340 127	21 250 4 4	1 1 2 7 40	1 50		1 0 0 31 1	0 100 2 1	00 20 24	1 0 547	7.60 94 4
	490 293 490 490 490 42 490 359 -	76 12476 14 0		3 80561		0 0 0.33	3 4900 20 1	140 123 00	1 112 33	031 11A A
9136 56 3 2.0	340 40 340 340 340 30 340 340	8 150 0 8	1 2 2 7 45	1 - 50		04 0 0.56 1			4 11 477	7.50 7.4 4
		0 2000 14 2	7 2 2 7 20	4 45300	0 3 4	0 0 1.00 1	0 80.0 10 21	16.1 10 14	1 22 46	3.17 SA A
1075 74 4.0 -0.4	400 73 400 400 400 800 400 64	28 20 4 0		1 50		14 0 0.43 1		40 15 28	1 92 43	320 17A A
		12 500 4 2	1 2 2 7 40	1 50	i o o o	10 0 100 1	0 20.0 3	05 243 16	1 10 40	0.50 19A A
0136 00 02 0	490 27 490 12 490 35 490 27	4 300 0 0		1 50					4 - 15 - 36	2.10 12A A
3034 60 0.4 -0.8	225 82 225 80 225 225 82	3 825 4 4	1 2 2 7 40	1 1322	0 2 3	12 0 033 1	0 330 4 2	90 20 8	1 10 37	5.90 16A A
3034 77 1 1	225 225 225 200 225 225 225 59	3 1063 3 3		1 45309			$\frac{9}{6}$ $\frac{425}{120}$ $\frac{5}{2}$ $\frac{14}{2}$	8 70 20 9 2 130 275 5	1 30.1 300	
3034 83 2 -4	228 228 228 228 228 228 228 100	18 1200 4 4	1 2 2 3 40	1 243	0 0 0	0 0 0.87	4 480 5	9.0 20 22	1 10 183	3 62 228 8
	490 50 490 85 490 81 490 60	20 3000 2 2		3 441710		27 0 0.36	3 1200 20	40 15 37 50 125 43		0.04 268 B
85 90 0 0	575 575 575 575 575 575 575 575	1 5800 2 0	1 2 2 2 2	7 14008		0 0 1.00	3 2320 20 12	5 20 125 28	1 10 10	2.90 308 B
	340 264 340 340 340 340 340 340 340 340 340 34	16 1500 2 3	1 2 2 3 8 -	2 50	8 8 8	0 0 120	4 60 6 10 1	65 125 26		7.01 358 8
1186 74 5 -42	285 29 285 29 285 265 285 285	12 100 4 2		1 50		92 0 035		05 245 14	1 102 14	3A8 378 B
1186 54 -02 -02		0 3200 8 2	1 2 2 3 20	5 4978	0 0 2	0 0 0.70	4 1280 20 1.	2 83 10 25	1 112 12	9.37 308 8
73 60 -1.2 -3	180 180 180 180 180 180 180 180 180	5 1400 2 2		3 15414				1 50 5 18 40 15 2		8.56 308 B
	180 180 180 180 180 180 180 180	0 2000 1 0	1 1 1 10 10	10 12340	0 0 0	1 0 100 1	0 80.0 10	10 5 20	1 65 10	0.50 41C B
1075 54 0.8 -5.6	540 340 340 340 340 107 540 204 Teo 44 100 100 107 540 51	0 300 3 3		3 20035		8.4 0 0.79 1 3 0 0.49 1	$\frac{0}{0}$ $\frac{120}{320}$ $\frac{2}{4}$ $\frac{1}{1}$	1 70 20 3 50 125 7	4 12 10	2.45 278 8 2.45 348 8
1875 51 54 -5	400 57 400 36 400 400 400 400	2 30 5 5		1 1500	0 0 0 1	04 0 0.54 1	0 12 1	70 225 4	4 0.23 10	8 BOC 100
3034 90 5 -5	160 144 160 160 160 160 180 180 190 -400 400 400 400 400 400 400 400	0 500 4 4		1 - 243		10 0 000 1 8A 0 100 1		16.1 36 2	1 920 9	6.43 298 8
9130 82 5.8 0	490 490 490 490 490 490 490 490 490	0 50 6 8	2 1 2 7 35	1 50		5.0 0 1.00 1		153 273 2		269 8
	400 400 400 400 400 400 400 400 400 400	0 2000 2 0	1 2 2 2 10	1 50	0 2 0	0 0 0.70	3 1120 20 11	20 5 24	9 183 7	5.76 42C B
1184 31 -0.6 1.4	400 73 400 52 400 70 400 37	0 20 8 2		1 444719			0 0.6 1	1 10.3 24.5 2	$\frac{1}{1}$	2.40 408 C
5010 87 22 -2.8	440 90 440 30 400 400 50	0 100 4 14		1 50		5 0 035 1	0 40 1	215 20 2	1 901 7	031 318 C
	575 36 575 575 578 575 575 98 490 490 490 490 490 490 4			1 444/19		45 0 052 1	4 40.0 5 0 0.6 1	1 70 225 6 40 15 3	9 15.7 6	3.00 49C C
1188 81 1 -12	490 35 490 55 490 28 490 28	0 600 6 2	1 2 2 3 30	4 2107			4 320 4	63 15 8	1 10.1 34	536 56C C
	400 400 400 400 400 400 400 400 400	0 30 2 2		1 50	ŏ ŏ ŏ	75 0 100 1	0 12 1	50 20 2	1 801 5	381 450 0
	490 490 490 490 490 490 490 490 490	0 250 2 1	1 2 2 3 49	1 182		0 0 100 0A 0 013 1	4 100 2 1. 0 0A 1 1	4 35 245 3	4 12 1 49	8.68 59C C
1186 80 8 5.4	490 22 440 31 400 28 490 28	0 50 4 2		1 50	6 0 0	04 0 006 1	0 20 1	03 15 2	1 858 4	508 47C C
	225 120 225 73 225 50 225 38	0 20 4 0		1 20906	0 0 1 1		0 20 1 1.	50 125 2	1 9.15 4	307 S2C C
18 44 2 -7.8	180 180 180 180 180 86 180 180	0 20 2 3		1 2493		88 0 087 1	0 08 1	05 123 2	4 112 42	270 40C C
10 07 0 -2.5	180 180 180 180 180 180 190 92	0 50 2 3	1 1 2 7 25	1 50		25 0 0.66 1	0 20 1	05 125 2	1 001 4	0.51 53C C
73 76 2 -7.2	265 265 265 265 265 265 265 265 265			1 50				1 50 125 2	1 0.11 30	0.11 57C C
10000 80 2 -2.6	340 17 340 159 340 340 340 66	17 14500 17 15	1 2 4 1 25	3 367302	0 1 0	40 0 043 0	5 580 0 20 1.4	4 32 9 125 40	1 11 3	6.07 65D C
	180 180 180 180 180 57 180 58 400 85 400 100 400 400 400 133	0 450 3 3		1 441710	0 0 0	2 0 0.40	4 180 2	7.0 22.5 3	1 10.4 3	394 ALD D
3034 66 3 -2.6	340 72 340 340 340 70 340 78	0 486 4 4	6 2 2 3 40	1 4005	0 0 0	55 0 0.42	4 19.4 2	90 20 3	1 20 3	5.80 60C D
	490 490 490 490 490 490 490 490 240	2 20 2 0		1 701	0 0 0	52 0 0.56 1	1 1 80 0	20 5 4	1 8 83 3	0.63 620 0
1875 90 -1.8 -4	180 43 180 180 180 180 160 30	0 250 3 3		1 2424		2A 0 0.00	4 100 2	70 175 3	1 10 22	7.50 860 D
	265 265 265 265 265 265 40	0 50 2 1	2 2 2 3 40	1 182	0 0 0	2 0 0.70	4 20 1	33 243 2	4 14 2	0.54 ZOO D
73 68 72 -6.8	160 52 160 54 180 180 180 56	0 300 2 2		3 444719		28 0 0.48	4 120 2	30 10 5	1 10.4 20	
3009 90 0 0	160 180 180 180 180 180 180 180	0 400 2 0		3 21732		0 0 100 1	0 160 2	20 25 5	1 10 24	450 850 0
	490 12 400 400 400 400 400 400 400 140 140 140 140 140 180	0 10 2 2		1 - 50		4 0 0.78 1		20 20 2	1 9.43 21	1.43 670 0
0 74 02 -5	490 490 490 490 490 490 490 490	0 150 1 0		1 50	0 0 0	92 0 100 1	0 00 1	10 5 2	1 02 2	20 710 0
1166 75 26 2 1166 42 6 2	400 103 400 36 400 56 400 151 545 545 545 545 545 265 265 265	0 200 5 15	2 2 2 1 40	4 367302	- 8 8 8	8 0 100 0	5 920 10	230 20 14	4 145 1	587 750 0
0 70 28 08	265 265 265 28 285 285 285 285	0 9500 2 3	2 2 4 1 25	3 20017	0 0 0	2 0 0.77 0	5 360.0 20	65 125 23	1 133 1	537 760 0
2378 74 7.6 -3.6	160 160 160 160 160 160 160 160 160 160	0 1200 3 3	2 2 2 1 33	1 2424		52 0 020 0	5 480 5	70 173 8		20 100 0
	415 415 415 132 415 415 415 415 415 415 415 415	0 830 3 3	2 2 2 1 25	2 444719 50		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 332 4 1	70 125 0		4.70 79D D 3.20 800 0

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# CHAPTER 4, EQUATION 13 Crossing Factor with Crossing Angle, Sight Distance, Approach Grade, and Number of Tracks Element Revisions Computer Iteration

Huddel Ande A 16 8 16 NW M8 NW MO NE M8 NE MO 6E M8 6E MO 6W M8 6W MO 68 X_ADT DT NT TRK 6 UN CO 6PO FC POP FAT INJ POO OPO OPO	TANSO PITCONTCO AFTI SI ELA CI PI GrøZ
0136         09         02         01         27         400         27         4         300         8         1         1         2         17         55         1         50         0         2         01         92           0136         00         0         1         1         00         76         1         300         6         1         1         2         17         55         1         50         0         2         0         92           1160         00         0         10         00         76         2         300         6         1         2         17         55         1         50         0         2         2         12         12         17         55         1         50         0         2         2         12         12         14         10         17         50         1         50         0         2         2         12         12         17         55         1         50         0         2         2         12         12         17         15         1         50         0         2         2         12         12         12	0 0.05 10 12.0 2 18 15.3 55 7 1 522 976.12 12.4 A 0 0.059 10 12.0 2 2 130 55 5 1 161 472.40 18A A 0 0.050 10 12.0 1 16.5 3 2 1 1279 201.70 472.4 A
10         76         14         -13         -13         -13         -13         -13         -13         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14         -14	0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0
1073 42 0 0 0 400 400 400 400 400 400 400 40	0 1.00 10 100.0 101 23 7.0 45 13 4 27.5 213.84 4A A 0 1.00 10 800 10 23 16.1 2 14 1 37 210.97 5A A 0 0.33 10 460 5 14 16.1 214 1 37 210.97 5A A 0 0.33 10 460 5 14 16.1 14 1 37 210.97 5A A
30/0         30         -3         -4         3/0         12/2         3/0         12/2         2/2         2/2         4/2         4/2         1         1         2         7         4/0         1         2/0         0/0         1         1         1         2/2         7         4/0         1         2/0         0/0         1         1         1         2/2         7         4/0         1         2/0         0/0         1         1         1         2/2         7         4/0         1         2/0         0/0         1         1         1         2/2         7         4/0         1         2/0         0/0         1         1         1         2/2         7         4/0         1         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2         2/2<	0         0.53         10         10.5         2         1.7         10.5         4         24         1         26.3         180.35         4A         A           0         0.53         10         10.0         2         1.1         20.7         4         24         1         26.3         180.35         4A         A           0         0.53         10         33.0         4         2.1         20.4         8         1         40.9         177.206         100.A         A         0         0.76         10         43.2         5         1.4         7.1         4.0         1         42.2         1.05.3         1.0         3.0.4         A         1.0         1.0         4.2         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0<
1975 72 0 4 -3 140 190 190 190 190 175 100 85 190 190 0 50 4 0 21 121 7 30 1 50 0 4 0 9 4 0 2 83 76 0 0 413 415 415 415 415 415 415 415 415 415 415	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
1075 51 -0.8 0 400 203 400 400 203 43 400 203 1 200 23 1 20 23 1 22 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	0         0.50         3         112.50         20         3.2         7.61         4.3         24         4.99.11         147.890         100.4         A.           0         1.50         1.01         1.22         2         2         3.3         4.3         7.4         300.1         1.43.27         1.55.         A.           0         0.14         100         1.22         2         3.3         4.3         7.4         300.1         1.43.27         1.55.         A.           0         0.14         100         1.02         2         1.03         4.3         2.4         1.03.27         1.55.         A.           0         0.14         100         1.02         2         1.03         4.3         2.4         1.03.27         1.55.         A.
17136 165 1431 -5 1 1651 1656 1666 185 165 165 165 165 165 165 165 165 165 16	Vi Ya         Vi Ya <th< td=""></th<>
1133         01         11         12         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         1         1         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	U         0.0//         4         32.0         4         1         6.31         8         1         216         69.49         56C         B           0         0.33         10         4.0         1         1         21.5         4         2         1         653.6         50.12         1.0.8         B         0         0.70         10         12.0         2         1.4         7.0         4         3         4         44.5         566.43         27.8         B         0         0.70         10         12.0         2         1.4         7.0         4         3         4         44.5         566.43         27.8         B         0         0.70         10         12.0         2         1.4         7.0         4         4         4         6         3         6.0         0.0         0.84         1.78         B         0         0.74         1.4         1.4         56.43         27.8         B         0         0.6         1.7         1.4         4         6         1.6         0.84         1.0         0.8         0         0.8         0         0.8         0         0.8         1.7         1.7         1.4         <
73         44         31         0         180         55         160         160         64         160         51         0         600         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         2         2         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3         3	0 0.44 10 320 4 1 5.0 23 7 4 538 804 348 8 8 0 1.00 10 12 1 15 60 4 2 1 335 804 348 8 8 0 0.05 10 20 3 1 90 4 4 1 333 7529 368 8 0 100 10 10 10 10 10 10 10 10 10 10 10 1
2075         11         54         -2.8         460         460         460         460         50         50         7         8         1         1         21         76         1         50         0         0         6         8.1           9150         95         54         0         460         460         460         0         50         6         2         1         2         7         76         1         50         0         0         0         6         8.1         1         2         7         76         1         50         0         0         0         6         8.1         1         2         7         76         1         50         0         0         0         6         1         1         2         7         55         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0 1 20 10 12 1 161 7 2 1 32 733 208 8 0 10 20 1 13 153 55 21 396 7 14 20 8 8 0 10 20 1 13 153 55 21 396 7 146 20 8 8 0 0 14 3 190 2 1 140 3 37 4 116 0077 238 8 0 0 14 3 10 2 1 140 3 37 4 116 0077 238 8
1055         70         345         -121         460         460         460         30         400         4         1         20         4         0         1         1         21         730         1         560         1         50         1         50         1         50         1         50         1         50         1         50         1         50         1         50         1         50         1         50         1         200         1         1         21         71         50         1         200         0         0         0         0         1         1         21         71         50         1         200         0         0         0         0         1         1         21         71         50         1         200         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th0< th="">         0         <th0< th=""> <!--</td--><td>0         0.33         10         0.5         1         1         10         3         1         43         01.66         0.44         0           0         0.37         10         0.6         1         1         5         3         1         4.35         01.66         0.44         0.6         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7</td></th0<></th0<>	0         0.33         10         0.5         1         1         10         3         1         43         01.66         0.44         0           0         0.37         10         0.6         1         1         5         3         1         4.35         01.66         0.44         0.6         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7         0.7
300         30         30-3         20-3         203         203         203         103         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1	$\begin{array}{c c c c c c c c c c c c c c c c c c c $
1875         76         328        4         400         400         400         400         400         000         0         0         2         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1 <th1< th="">         1         <th1< th=""> <th1< th=""></th1<></th1<></th1<>	0 100 10 12 1 1 5.0 4 2 1 407 53.71 450 C 0 0.000 3 1432 20 19 6.0 2 4 3379 53.52 24 C 0 0.551 4 40 1 1 6.5 4.8 14 159.1 53.26 278 C 0 0.556 10 0.8 1 1 20 1 4 1471 53.11 65.0 278 C 0 5.56 10 0.58 1 1 20 1 4 1471, 1 53.11 65.0 C 0 5.56 10 0.58 1 1 20 1 4 1471, 1 53.11 65.0 C 0 5.56 10 0.58 1 1 20 1 4 1471, 1 53.11 65.0 C 0 5.56 10 0.58 1 1 1 20 1 4 1471, 1 53.11 65.0 C 0 5.56 10 0.58 1 1 1 20 1 4 1471, 1 53.11 65.0 C 0 5.56 10 0.58 1 1 1 20 1 4 1471, 1 53.11 65.0 C 0 5.56 10 0.58 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
75         67         0.3         -2.4         460         661         460         72         20         3000         2         2         1         2         2         2.5         3         444716         0         0         0         0         2.7           1675         607         2.3         -1601         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1600         1	0 0 33 3 1 200 20 1 50 22 43 4 597 51.66 208 c 0 7/0 10 80 1 50 22 43 4 513 50.44 6 c 0 7/0 10 80 1 1 50 2 2 4 1 513 50.44 6 c 0 1/0 10 60 1 1 10 1 2 1 44 7 720 710 c 1 0 10 10 10 10 1 2 1 44 7 720 710 c 1 0 10 10 10 10 1 2 1 44 47 720 710 c 1 0 10 10 10 10 1 2 1 44 47 720 710 c 1 0 10 10 10 10 1 10 1 2 1 44 47 720 710 c 1 0 10 10 10 10 1 10 1 2 1 44 47 720 710 c 1 0 10 10 10 10 10 1 10 1 10 1 10 1 10
65         60         0         0         575         575         575         575         1         560         2         0         1         2         2         25         7         1468         0         1         1         0           1186         47         -02         -02         160         160         160         160         73         0         5300         6         2         1         2         2         25         7         14696         0         1         1         0           186         47         0         -22         0         1         2         2         25         7         14696         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0 100 3 2020 20 13 20 25 21 1 25 40 1 25 40 15 20 20 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
16         16         1         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283         283 <th293< th=""> <th293< th=""> <th293< th=""></th293<></th293<></th293<>	Š         TOŽ         1         6.2         2.3         2.6         1         2.6         2.5         2.6         1         2.6         2.5         2.6         1         2.6         2.5         2.6         1         2.6         2.5         2.6         1         2.6         2.5         2.6         1         2.6         2.5         2.6         1         2.6         2.5         2.6         1         2.6         2.5         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6         2.6
1165         75         2.4         -0.5         150         52         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150         150 <td>0 0.48 4 120 2 1 50 2 5 1 70.1 34.06 600 6 0 6.18 5 63 1 1 6.5 4.9 2 1 65 33.94 70.0 0 0 0.55 4 4 60 5 1 7.6 4.9 4 3.4 20.65 40.0 0 0 1.00 10 160 5 1 20 6.5 1 25 25.0 0 0 1.00 10 160 2 1 20 6.5 1 25 25.0 0</td>	0 0.48 4 120 2 1 50 2 5 1 70.1 34.06 600 6 0 6.18 5 63 1 1 6.5 4.9 2 1 65 33.94 70.0 0 0 0.55 4 4 60 5 1 7.6 4.9 4 3.4 20.65 40.0 0 0 1.00 10 160 5 1 20 6.5 1 25 25.0 0 0 1.00 10 160 2 1 20 6.5 1 25 25.0 0
1075         001         -3.4         -1.4         400         55         400         400         133         0.1         450         3         1         2         2         3         45         1         444718         0         0         0         2         2         1         2         2         3         45         1         444718         0         0         0         2         1         2         2         3         45         1         444718         0         0         0         2         1         2         1         2         1         1         1         444718         0         0         0         0         2         1         2         1         2         1         2         1         2         1         1         444718         0         0         0         0         2         1         2         1         2         1         2         1         2         1         1         444718         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	0 0.40 41 16.0 2 1 70 45 3 11 522 20.00 ADD ADD A 0 0.62 31 160.0 20 1 5.0 2 2 1 42.5 77.45 SOC D 0 1.60 41 160 2 14 35 49 3 4 27.1 25.35 Soc D 0 0.67 4 150 2 14 35 49 3 4 27.1 25.35 Soc D 0 0.67 4 150 4 150 25 1 4 35 49 3 4 27.1 25.35 Soc D
23:27         561         5.4         6         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160 <td>5         100         4         63         7         3         1         331         2336         346         10           0         0.00         -4         10.00         2         -1         7.0         3         1         331         2336         346         10           0         0.00         -4         10.00         2         -1         7.0         35         3         1         40.00         10         0         0.00         0.00         -1         1.0         2.1         2.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00</td>	5         100         4         63         7         3         1         331         2336         346         10           0         0.00         -4         10.00         2         -1         7.0         3         1         331         2336         346         10           0         0.00         -4         10.00         2         -1         7.0         35         3         1         40.00         10         0         0.00         0.00         -1         1.0         2.1         2.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
1105         00         0         16         300         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
10000         00         34         340         340         340         100         13000         17         15         2         2         1         40         31007302         0         0         0         74           1875         90         52         -10         160         41         160         43         10         1200         3         2         2         1         35         1         2424         0         0         0         714           1875         90         52         -10         160         43         160         43         0         1200         3         2         2         1         35         1         2424         0         0         0         15         2         2         1         35         1         2424         0         0         0         15         2         2         1         35         1         2424         0         0         0         15         2         2         1         35         1         2424         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>0 1 100 051 1320 20 1 329 4 23 1 447 644 730 D 0 223 05 440 5 1 70 35 61 1 112 700 780 D 0 100 05 820 10 1 230 4 14 4 475 632 780 D 0 100 05 820 10 1 330 4 14 4 475 632 780 D 0 777 05 80 0 1 1 230 1 16 2 2 1 372 670 1 0 0 0</td></t<>	0 1 100 051 1320 20 1 329 4 23 1 447 644 730 D 0 223 05 440 5 1 70 35 61 1 112 700 780 D 0 100 05 820 10 1 230 4 14 4 475 632 780 D 0 100 05 820 10 1 330 4 14 4 475 632 780 D 0 777 05 80 0 1 1 230 1 16 2 2 1 372 670 1 0 0 0
2376 74 74 -3.5 160 160 160 160 160 160 160 160 160 160	0         100         03         140         2         1         6.1         7         3         1         54.4         4.58         770         0           0         0.63         0.51         3.33         4         1         7.0         2.55         6         1         30.1         2.60         780         0

		X ADY DY NY THY & LN CO 541	D FC POP		NSD PITCON TCC	ALTI BIELA CI PI CKØZ
		1 ASOL 7 AL 11 3 21 71 7	<u>or (1, 50)</u>			24 867 7 5 4 107 543 22 24 14
	5 225 225 225 225 225		0 4 45300		1.00 10 80.0 10	20 63.7 2 14 1 15 326.36 5A A
<b>6136 56 3 28 340 4</b> <b>6136 60 62 0 400 21</b>	6 340 340 340 36 340 340 7 490 12 490 35 490 27		8 1 50	0 2 0 92 0	0.05 10 120 2	
	0 400 400 400 400 400 400 400 0 0 0 0 0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5 3 23928 0 3 60561		1.00 10 100 10 10 0.76 10 309.6 20	23 397 45 13 4 115 25222 4A A 18 372 2 55 1 901 24952 1A A
9136 90 0 12 490 65	2 490 46 490 41 490 26		8 1 50 5 4 23020		0.00 10 120 2	2 87.8 55 5 1 9 246.06 16A A
3000 30 28 -4 180 100	3 180 56 180 111 180 40		0 3 21732	0 1 0 6 0	0.43 10 520 10	14 52 5 4 20 1 12 202 35 BA A
<u>3034 00 04 -0.8 225 65</u> 1158 30 0 0 4490 490	2 225 89 225 225 <u>225 62</u> 0 490 490 490 490 490 490		0 1 356		100 10 120 2	2 44 8 4B 7 4 14 185 87 15A A
3034 77 1 1 225 22	5 225 200 225 225 225 54 1 540 82 340 36 340 127 2		0 1 45300		0.79 10 42.5 5 5 0.31 10 10.0 2	1.8 42.8 4 9 1 19.1 175.89 13A A 1.1 52.6 4 24 1 6 172.26 9A A
3000 81 14 -3.4 225 4			0 4 21732		0.33 10 48.0 5	14 525 4 15 1 906 17022 14A A
85 78 0 0 415 415	5 415 416 415 415 415 415		5 1 6580			22 102 25 10 1 9.11 147.01 BA A
9136 62 5.6 0 285 23 9136 62 5.6 0 490	0 490 490 490 490 490 490 490		5 1 50	0 0 1 54 0	1.00 10 20 1	11 90 5 55 2 1 905 131 51 208 A
3040 87 22 -28 490 90 1188 90 4.8 -5.4 180 180	0 490 30 490 490 490 50 0 180 180 180 180 180 180 1	<u>0 100 4 14 1 1 2 7 4</u> 2 500 4 2 1 2 2 7 4	8 1 50 8 1 50		0.35 10 40 1	1 36 5 4.0 16 1 9 122.87 19A A
	3 400 400 400 209 400 84 2 0 400 400 400 400 400 400 400	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 1 50	0 0 0 14 0	0.43 10 0.8 1 1.00 10 12 1	1 24.7 3 28 1 62 118.80 17A B 1 86.7 7 2 1 8.29 108.95 298 8
73 40 2 0 225 22	5 225 225 225 225 225 225 5 140 75 140 45 140 140		5 3 20936		1.00 3 184.0 20 0.72 10 20 1	13 362 25 74 4 105 10350 20A B 26 24.7 3 2 1 926 10350 20A B
3004 83 -0.4 -5.8 490 490	0 490 490 490 490 490 490					
16/3 54 08 -5.8 340 344 3034 96 5 -5 160 144	4 160 160 160 160 160		0 1 243		0.95 10 200 3	
166 31 -0.6 1.4 490 73 1675 31 5.4 -5 460 37	3 490 92 490 70 490 37 7 490 35 490 490 490 490		5 1 1560	0 0 0 10 10.4 0		1 30.7 4.5 4 4 830 86.62 398 B
1875 73 3.6 -5 150 186	0 160 180 180 180 180 180 180 180 1 228 228 228 228 228 228 108 1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 1 103		100 10 40 1 0.87 4 48.0 5	1 20.7 4 6 1 102 65.92 258 B 1 52.6 4 22 1 604 5645 228 B
73 60 -12 -3 160 160	0 180 160 160 180 180 180		0 3 15414		1.00 10 50.0 10	
73 46 3 0 160 5	5 180 180 180 64 180 51		5 3 20935	0 0 0 3 0	0.44 10 32.0 4	1 25 2 25 7 4 15 57 63 34B B
	3 180 180 180 180 73 2 490 31 490 26 490 26	0 3200 6 2 1 2 2 3 2 0 50 4 2 1 1 1 7 3	Q 5 49/8 Q 1 50		0.06 10 20 1	12 44.6 2 20 4 102 5031 548 B 1 355 3 2 1 758 4905 47C B
	0 180 180 180 88 180 180	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5 1 2493	0 0 0 9.5 0	0.87 10 0.8 1 1.00 10 1.5 1	1 325 23 2 4 102 47.74 40C B 1 325 25 2 1 881 40.15 SIC B
10 87 0 -25 180 180	0 180 180 180 180 180 92		5 1 50	0 0 0 25 0		1 325 25 2 1 801 4556 53C B
	0 490 490 490 490 490 490 490		0 1 50	0 0 0 78 0	100 10 12 1	207 4 2 1 701 45.20 45C C
16 56 0 0 255 265 1875 00 22 0 180 180	5 265 265 265 265 265 265 1 0 160 160 160 57 160 66	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		0 0 0 22 0	0.70 10 8 <u>0</u> 1	1 22.5 25 26 4 10 45.05 308 C 1 22.7 2 2 1 11 44.69 48C C
2378 50 3.8 0 180 180		0 20 7 6 1 2 2 3 7 4 450 4 0 1 2 2 2 3	0 1 50	0 0 0 30 0	1.00 4 0.8 1 0.14 3 18.0 2	1 86.7 7 2 1 9 43.80 5ac C 1 24.7 3 37 4 10 43.72 238 C
1875 77 5 -42 490 490	5 490 490 490 490 490 490		50		1.00 10 20 1	
13 76 -0.4 -11 225 120	0 225 73 225 50 225 36		5 1 20035		031 10 20 1	11 282 25 2 1 815 4217 52C C
1875 70 5.5 -1.2 490 490 1875 38 10.5 0 490 78	3 490 490 490 39 490 4 8 496 49 490 78 490 49			0 0 0 108 0	0.13 10 0.8 1	
1875 47 38 -42 340 240 85 90 0 0 575 875	5 578 575 575 575 575 575 575		0 1 50 5 7 14966	0 0 0 78 0	0.51 10 0.8 1 1.00 3 232.0 20	1 24.7 3 2 4 9.84 40.52 55C C 1.5 10.2 2.5 28 1 9 40.15 308 C
73 76 2 -72 265 265	5 285 285 285 285 285 285 285 1		5 1 50		1.00 10 20 1	1 252 25 2 1 8.11 38.29 57C C
0 00 0 1 160 160	0 180 180 180 180 180		0 10 12340		100 10 600 10	
	3 400 55 400 28 400 28		0 4 2107		007 4 320 4	1 44 3 5 1 900 3100 SOC C
<u>3009 90 6 0 180 180 180 180 180 180 180 180 180 1</u>	5 180 180 180 180 180 180 180 180 180 180		5 3 21732 0 4 50	0 2 0 0 0	0.70 3 112.0 20	1.8 10.2 1 24 9 17.3 27.84 42C C
	0 490 490 490 490 490 490 490 5 490 109 490 490 490 133	2:0         2         1         1         2         2         3         4           0         450         3         3         1         2         2         3         4	5 1 444719		1.00 4 10.0 2 0.40 4 18.0 2	1.4 20.5 4.9 3 4 11.1 25.89 50C C 1 30.7 45 3 1 936 25.02 nt0 0
	5 445 106 445 48 445 445 3 160 160 160 180 180 30	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 1 444719	8 8 8 32 8	0.62 3 100.0 20 0.00 4 10.0 2	1 252 2 22 1 101 2370 50C 0 1 397 35 3 1 9 23.66 MD 0
1188 90 0 0 490 490	490 490 490 490 490 490 490					
14 77 25 -2.4 400 50 10000 86 2 -2.6 540 17	7 340 156 340 340 66 1		5 3 367302	0 1 0 48 0	0.43 0.5 560.0 20	14 190 9 25 40 1 10 21 17 950 0
	0 180 180 180 180 160 18 2 490 490 490 490 490 490	0 100 2 0 1 1 2 7 1 0 10 2 2 1 1 2 3 4	8 1 50		0.76 10 4.0 1	
73 66 57 -4 490 490	0 490 490 490 400 490 240		5 1 50		0.87 4 320 4	
	285 288 283 285 285 40		0 1 182			
1188 75 28 2 490 103 0 74 62 -3 490 490	3 490 36 490 55 490 151 5 490 490 490 490 490 490		0 1 50	0 0 0 0 02 0	1.00 10 6.0 1	
10000 60 38 -5.6 340 340 1164 45 A 0 364 364	5 540 340 540 340 340 340 540 5 5 265 265 265 265 265 265	0 3300 17 15 2 2 4 1 4 0 2300 5 15 2 2 2 1 4	0 3 367302		1.00 0.5 132.0 20 1.00 0.5 92.0 10	1190.9 4 23 1 11.1 14.70 730 D 11160 4 14 4 125 932 750 0
2378 74 78 -3.6 180 180	180 180 180 180 180 180 180 180 180	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 1 740 5 3 20017		100 05 140 2 0.77 05 3600 26	
1875 90 52 -10 160 40	3 160 41 180 34 160 43		8 1 2424		023 03 480 5	
1875 90 0 0 415 415 1875 90 38 -7 490 40	3 415 132 415 415 415 415 3 490 38 490 28 490 55		5 1 50	0 0 0 108 0	007 03 08 1	1 307 45 2 1 10 223 800 D

Train TF = 5 Factor Table 19 \* [(NT + DT) + (HAZMAT/2000)] Computer Iteraion; coefficient 11

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HeatMet Angle A % B %	WW MS NW MD NE MS NE MD SE MS SE MD SW MS SW MD	88 X_ADT DT NT	TRK B LN CO SPD FC POP	FAT INJ PDO GRD PT ANS	D PI ICC % TCC	
1675 66 3 -1.2 16 76 1.6 -3.6	340 70 340 340 340 340 340 340 267 340 340 340 340 340 77 340 340	0 2750 2 3			0 10 3098 20 1 10 1100 20	
1675 42 0 0 3009 90 28 -4	490 490 490 490 490 490 490 490 490 490	7 1300 4 4	4 2 2 7 40 3 21732		3 10 520 10	213 70 223 13 1 113 71324 14 A 14 90 20 20 1 12 56940 66 A
2378 48 0 -1.4 85 76 0 0	490 400 490 490 490 490 490 490 490 490 415 415 415 415 415 415 415 415 415	8 2000 2 0	1 2 2 7 70 1 50		0 10 260 3	29 18.1 30 3 4 10.1 505 3 2 A A 22 20 125 19 1 0.1 506 A A
<u>3049 00 -3 -4</u> 1875 51 -0.6 0	<u>540 181 340 82 340 35 340 127</u> 490 293 490 490 490 42 490 359	21 250 4 4	1 2 4 2 45 3 52267		1 10 100 2 0 3 1120 20	1 9.0 20 24 1 8 546.70 9A A 32 7.0 22.5 24 4 11.4 536.10 10A A
1675 76 0 0 9136 50 3 2.6	285 233 285 48 285 50 285 42 340 46 340 340 340 36 340 340	76 12476 14 0 6 150 6 8	1 2 4 2 2 3 80561		3 3 4990 20 6 10 60 1	14 14.0 12.5 90 1 102 520.50 11A A 19 153 22.5 10 4 10 475.60 7A A
3009 81 1.4 -3.4 1188 90 0 0	225 43 225 43 225 41 225 1/3 225 225 225 225 225 225 225 225 225 225	0 2000 14 2	7 2 2 7 20 4 21732		0 10 40.0 5	14 9.0 20 15 1 9.00 44520 14A A 2.6 16.1 10 14 1 15 444.97 5A A
1675 74 48 -0.4 73 49 2 0	400 73 400 400 400 209 400 64 225 225 225 225 225 225 225 225 225	20 20 4 0 51 4000 3 3	1 2 2 2 25 3 20036		3 10 04 1 0 3 164 0 20	10 12 20 1 22 4320 17A A 15 70 125 74 4 106 43418 20A A
1166 90 4.6 -5.4 9136 90 92 0	160 160 180 180 180 180 180 180 180 490 27 490 12 490 35 490 27	4 300 6 8			6 10 120 2	
1166 30 0 0 3034 90 0.4 -0.8	400 400 400 400 400 400 400 400 400 225 82 225 80 225 225 82 60 225 82 225 80 225 225 80	3 825 4 4			3 10 330 4	
<u>3034</u> 77 1 1 9136 90 0 12	225 225 225 200 225 200 265 50 490 82 400 48 400 41 400 28	2 300 6 6				2 13.0 27.5 5 1 9 319.00 184 A
1875 56 4 4		34 450 4 0				
85 90 0 0	<u> </u>	1 5800 2 0				15 20 123 20 1 8 10245 308 8 15 20 10 24 4 108 10245 308 8
	285 285 285 285 285 285 285 285 285	16 1500 2 3				1 65 125 26 4 10 14681 348 8 1 65 245 14 1 63 14344 348 8
		4 100 2 2				
73 60 -12 -3	160 160 160 160 160 160 160 160 160	5 1400 2 2	2 2 2 7 10 3 15414		0 10 56.0 10	1.1 5.0 5 18 1 10.8 116.36 306 B 2.6 4.0 15 2 1 9.26 112.47 218 B
	180 180 180 180 180 180 180 180 180 180	0 2000 1 0			0 10 800 10	1 10 5 20 1 75 10650 41C B
	160 55 160 160 160 64 160 51 160 55 160 36 460 490 400	0 800 2 2	5 2 2 7 25 3 20936 1 1 1 7 45 1 1560			1 50 125 7 4 15 107.45 348 8 7.0 225 4 4 820 10550 348 8
3004 90 5 -5		0 500 4 4	4 1 2 7 40 1 243		6 10 200 3	
9136 82 56 0		0 50 6 6	2 1 2 7 66 1 50			11 153 275 2 1 905 8732 286 A
65 22 0 0	576 400 575 400 576 400 678 144	0 2600 2 0				
73 77 0.8 4					2 3 100 0 20	
1875 28 -0.4 -0.8	575 36 575 575 575 575 575 678 575 66	0 1000 3 3			6 4 400 5	
	400 55 400 55 400 26 400 26	0 800 6 2				
1675 76 38 -4	460 490 490 490 490 490 490 490 490 490	0 30 2 2				1 50 20 2 1 781 5281 45C C
1675 36 108 0						
1675 47 36 -42	540 240 340 54 540 340 340 86 254 120 225 30	0 50 2 2				
		0 20 2 3	1 1 2 7 25 1 2493			1 63 125 2 4 102 4170 46C C
	180 180 180 180 180 180 180 180 92 265 265 265 265 265 265 265 265	0 60 2 3			8 10 20 1 0 10 20 1	1 65 125 2 1 601 3651 53C C 1 50 125 2 1 611 3611 57C C
2378 00 38 0	160 160 160 160 160 160 160 160 160 340 17 340 159 340 340 340 66	0 20 7 8	1 2 2 3 70 1 50		0 4 08 1	1 16.1 36 2 1 9 36.06 54C C 1.4 32.9 12.5 40 1 10 36.00 650 C
	160 180 180 180 180 57 180 84 460 55 490 100 490 400 400 133	0 200 2 2	4 1 2 7 20 1 1619		0 10 80 1	1 50 10 2 1 11 3600 46C C 1 70 225 3 1 936 3034 610 0
3034 66 3 -2.6	340 72 340 340 340 79 340 78 400 400 400 400 400 400 400 240	0 460 4 4	0 2 2 3 40 1 4095 2 2 2 3 25 1 50	0 0 0 56 0 04	2 4 104 2	1 60 20 3 1 14 3320 60C D 1 50 123 5 1 10 3120 60C D
	460 50 400 50 400 400 400 400 150 43 180 180 180 180 180 50	2 20 2 0	1 2 2 3 35 1 2424	0 0 0 52 0 03	e 10 04 1 0 4 100 2	1 20 5 4 1 783 2953 820 D 1 70 173 3 1 9 2749 880 D
	460 400 400 400 400 400 400 400 400 400	0 50 4 2	1 2 2 3 40 1 50 2 2 2 3 40 1 1A2			1 65 245 2 1 6 2550 660 D 1 35 245 2 4 12 2570 700 0
73 66 72 -5.0	160 53 160 56 160 160 56	0 300 2 2	1 2 2 3 20 3 444710		6 4 120 2 0 05 1320 20	1 5.0 10 5 1 9.50 25.76 890 D
3000 P0 0 0	160 160 180 180 180 180 180 180 180	0 400 2 0				
2 67 2 -2	180 180 160 160 180 160 180 160 18	0 100 2 0				
	400 103 400 50 400 56 400 151 400 103 400 56 400 56 400 151					1 65 245 2 1 766 1625 740 D
0 70 28 08	400 200 200 200 200 200 200 200 200 200				7 05 3000 20	
1675 00 52 -10	160 160 160 160 160 160 160 160 160 160	0 1200 3 3				
1875 90 01 0	413 413 413 132 413 413 413 413 413 413 413	0 20 3 3	2 2 2 1 45 1 50	0 0 0 105 0 00	7 03 08 1	1 70 22.5 2 1 10 3.10 800 D

Table 20 SF = TRAIN SPEED Speed Factor Computer Iteraion; > coefficient N

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0.5

	HazMat Angle A % B %	NW M3 NW MO NE MS NE MD SE MS SE MD SW MS SW MD	68 X_ADT DT NT	TRK & LN CO SPO FC	POP	FAT INJ PDO	GRD PT A%SD PT	TCC & TCC N	TI 54	EL Y CL	Ρ1	ar∉ Z
	1875 66 3 -12	340 70 340 340 340 340 340 287	32 7744 4		80561	0 1 2	42 0 076 1	0 309.8 20 1.6	65 4	56 1 0.01	376.82	
	2376 48 0 -1.4	490 490 490 490 490 490 490 490 490 490	0 2500 3 3		23928		0 0 1.00 1	0 100.0 10 23	7.0 9	13 4 11.5	311.59	
	16 76 18 -3.6	340 340 340 340 340 77 340 340	0 2750 2 3		23928	0 3 1	52 0 0.81 1	0 1100 20 23	6.5 5	24 1 9.15	312.00	30 0
	3009 90 28 -4		7 1300 4		21732	0 1 0	5.6 0 0.43 1	0 520 10 14	90 6	20 1 12	23.40	
	8136 56 3 2.6	340 46 340 340 340 36 340 340	8 150 6 6	1 2 2 7 45 1	50		0.4 0 0.56 1	0 60 1 19	153 0	10 4 10	219.19	24 4
	3049 90 -3 -4	415 415 415 415 415 415 415 415 415 415 540 181 340 82 340 35 340 127	21 250 4 4		50			0 100 2 1.1	20 - 3 8 - 0 0	24 1 8	220 90	
	1675 51 -0.8 0	460 283 460 466 460 42 460 354	1 2800 3 3		52267	2 3 2		3 1120 20 32	70 9	24 4 114	225.06	104 4
	3034 77 1 1	225 225 225 200 225 225 225 50	3 1063 3 3	11 2 2 7 40 1	45300	0 2 0	0 0 0.70 1	0 425 5 18	70 8	0 1 19.1	176.64	
	1875 76 0 0	265 233 265 48 265 50 265 42	76 12476 14 0		80561		0 0 0.33	3 4990 20 1.4	140 5	90 1 102	218.04	
	3004 61 1.4 -3.4	225 43 225 43 225 41 225 173	8 1200 4 4		21732	<u> </u>	48 0 033 1	0 480 3 14	8 0.0	15 1 0.06	103.20	
	9136 90 0.4 -0.8	225 62 225 64 225 225 225 225 64 225 225 225 62	2 300 6 6		1322			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	130 11	5 1 9	172 20	
	1875 74 48 -9.4	490 73 490 490 490 200 490 64	26 20 4 0	1 1 2 7 30 1	50	0 0 0	14 0 0.43 1	0 08 1 1	40 0	26 1 82	180.20	124 4
	73 49 2 0	225 225 225 225 225 225 225 225 225 225	51 4600 3 3		20035		2 0 1.00	3 164.0 20 15	70 5	74 4 108	174.43	204 4
	1875 72 88 -3		0 50 4 0		50	0 4 0	9.8 0 0.72 1	0 20 1 20	40 6	2 1 926	65.57	218 8
	3034 83 2 -4	225 225 225 225 225 226 225 106	16 1200 4 4	1 2 2 3 40 1	243	<u> </u>	6 0 0.07	4 480 5 1	90 8	22 1 904	1 77 25	228 8
	1875 54 0.8 -5.6	340 340 340 340 340 197 340 204			444719		84 0 0.79 1 52 0 100 1		70 8	3 4 102	57.66	278 B
	1875 73 3.6 -5	180 180 180 180 180 180 180 180	4 100 2 2	2 2 2 7 40 1	163		8.6 0 1.00 1		30 8	6 1 102	62	258 8
	2376 71 5.6 -2.8				50		8.4 0 1.00 1		21.5 8	2 1 820		298 8
	1675 58 01-4.6	340 284 340 340 340 340 340 340	0 3560 8 0	1 2 4 2 20 4	444710	0 2 1	4.6 0 0.96	3 1432 20 10	80 4	24 4 10.9	65.49	248 B
	1875 56 4 4 4	490 50 490 85 490 81 490 60 180 180 180 180 180			243				90 8	$-\frac{37}{4}$	70.81	
19       97       13       12       13       12       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13 <th< td=""><td>73 46 3 0</td><td>160 55 160 180 160 64 180 51</td><td>0 800 2 2</td><td>5 2 2 7 25 3</td><td>20936</td><td>0 0 0</td><td>3 0 0.40 1</td><td>0 320 4 1</td><td>50 5</td><td>7 4 15</td><td>54.95</td><td>248 8</td></th<>	73 46 3 0	160 55 160 180 160 64 180 51	0 800 2 2	5 2 2 7 25 3	20936	0 0 0	3 0 0.40 1	0 320 4 1	50 5	7 4 15	54.95	248 8
Bit         O         O         D35         D35 <thd35< th=""> <thd35< th=""> <thd35< th=""></thd35<></thd35<></thd35<>			20 3000 2 2		444719		2.7 0 0.35	3 120.0 20 1	30 3	43 4 9.96	88	208 8
11       16       10       10       12       13       12       13       12       13       12       13       12       13       12       13       13       14       12       13       12       13       13       14       14       14       13       13       14       13       14       13       14       13       14       13       14       13       14       13       14       13       14       13       14       13       14       13       14       13       14       13       14       13       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14       14 <th< td=""><td>85 90 0 0</td><td>576 575 575 575 575 575 575 575 575</td><td>3 5800 2 0</td><td></td><td>14968</td><td></td><td></td><td>3 2320 20 15</td><td>20 5</td><td>26 1 0</td><td>67.95</td><td>208 8</td></th<>	85 90 0 0	576 575 575 575 575 575 575 575 575	3 5800 2 0		14968			3 2320 20 15	20 5	26 1 0	67.95	208 8
118       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11 <t< td=""><td></td><td>265 265 265 265 265 265 265 285</td><td>16 1500 2 3</td><td>1 2 2 3 25 2</td><td>50</td><td></td><td>0 0 1.00</td><td></td><td>05 5</td><td>26 4 10</td><td>82.81</td><td>358 8</td></t<>		265 265 265 265 265 265 265 285	16 1500 2 3	1 2 2 3 25 2	50		0 0 1.00		05 5	26 4 10	82.81	358 8
1118         51         121         100         150         121         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100 <td></td> <td></td> <td></td> <td></td> <td>4978</td> <td></td> <td>02 0 055</td> <td></td> <td>83 88</td> <td>14 1 92</td> <td>61.10</td> <td>278 8</td>					4978		02 0 055		83 88	14 1 92	61.10	278 8
0         0         0         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1	1168 31 -0.8 1.4	490 73 490 92 490 70 490 37	0 20 8 2	1 1 1 7 40 1	50	0 0 0	1.1 0 0.14 1	0 08 1 1	10.3 98	2 4 122	42.06	408 8
107       70       38       -12       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140       140		180 180 180 180 180 180 180 180 180 180	0 2600 2 0		12340	0 2 0			$\frac{10}{20}$ 2	24 9 173	40.50	116 6
197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       197       1	1875 70 36 -12	400 400 400 400 400 50 400 4	1 20 4 0	1 1 2 7 30 1	50	0 0 0	48 0 0.32 1	0 08 1 1	40 6	3 1 8.32	30.32	1 2 CA
18         41         21-74         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160         160 <td>1875 77 3 -4.2</td> <td></td> <td>0 50 3 1</td> <td></td> <td>50</td> <td>0 0 0</td> <td>72 0 100 1</td> <td></td> <td>43 8</td> <td>2 1 9.63</td> <td>27.12</td> <td></td>	1875 77 3 -4.2		0 50 3 1		50	0 0 0	72 0 100 1		43 8	2 1 9.63	27.12	
1075       107       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100	18 44 2 -7.6		0 20 2 3		2403		9.6 0 0.87 1		0.5 5	2 4 102	20.70	40C C
1183       47       36       -12       340       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       240       24	1875 00 22 0	180 180 180 180 180 57 180 86	0 200 2 2	1 1 2 7 20 1	1010	ŏ ŏ ŏ	22 0 0.70 1	0 00 1 1	50 4	2 1 11	24.00	45C C
113       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13       13 <t< td=""><td>1875 47 38 -42 1188 A0 A BA</td><td>340 240 340 54 340 340 340 00</td><td></td><td></td><td>50</td><td></td><td>78 0 051 1</td><td></td><td>40 6</td><td>2 4 884</td><td>28</td><td>56C C</td></t<>	1875 47 38 -42 1188 A0 A BA	340 240 340 54 340 340 340 00			50		78 0 051 1		40 6	2 4 884	28	56C C
13       17       23       17       23       24       25       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 <th1< th="">       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1<!--</td--><td>10 63 5 -4.6</td><td>490 490 490 490 490 400 400 400 490</td><td>0 40 2 3</td><td>1 1 2 7 2 1</td><td>2493</td><td>0 0 0</td><td>9.6 0 1.00 1</td><td></td><td>0.5 5</td><td>2 1 801</td><td>23.11</td><td>SIC C</td></th1<>	10 63 5 -4.6	490 490 490 490 490 400 400 400 490	0 40 2 3	1 1 2 7 2 1	2493	0 0 0	9.6 0 1.00 1		0.5 5	2 1 801	23.11	SIC C
16         67         0         23         160         160         160         160         23         1         1         23         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         76         77         76         76	1875 28 -0.4 -0.8	576 36 575 576 575 675 575 96	0 1000 3 3	1 2 2 3 45 1	444719		0.4 0 0.56		70 9	2 1 8.15 6 9 14.7	25.47	
137         17         15         143         143         144         143         144         170         15         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16	16 87 0 -2.5	180 180 180 180 180 180 180 180 285 285 285	0 50 2 3		- 30		25 0 0 48 1		03 5	2 1 8.01	24.51	530 0
1186         61         1         -1.2         400         25         400         28         400         28         0         800         0         22         1         2         2         3         40         121         1         2         2         3         40         122         3         40         122         3         40         122         3         40         122         3         40         122         3         40         122         3         40         122         3         40         122         3         40         100         40         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100         100	73 77 0A 4	445 445 445 106 445 48 445 445	1 4000 2 2	1 2 4 2 20 1	444719	0 0 0	32 0 0.82	3 180.0 20 1	50 4	22 1 10.1	30.94	50C C
2018       00       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       100       1		490 35 490 55 490 28 490 28 490 28 490 28			2107	0 0 0	22 0 0.07	4 320 4 1	63 6	6 1 906	26.16	50C C
3004         60         0         160         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180         180 <th180< th=""> <th180< th=""> <th180< th=""></th180<></th180<></th180<>	2378 90 3.6 0	180 180 180 180 180 180 180 180 180	0 20 7 8	1 2 2 3 70 1	50	0 0 0	3.6 0 1.00	4 0.0 1 1	18.1 14	2 1 0	2120	582 Z
14         77         2.3         -2.4         400         50         50         400         400         400         2         20         2         1         1         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         1         700         700         700         700         700         700         700         700         700         700         700         700         700         700         700 <td>3034 86 3 -2.6</td> <td>340 72 340 340 340 79 340 78</td> <td>0 486 4 4</td> <td></td> <td>4005</td> <td>8 8 8</td> <td>58 0 0.42</td> <td></td> <td>90 8</td> <td></td> <td>18,50</td> <td>000 S</td>	3034 86 3 -2.6	340 72 340 340 340 79 340 78	0 486 4 4		4005	8 8 8	58 0 0.42		90 8		18,50	000 S
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	14 77 28 -2.4	400 50 490 56 490 490 490 490 490	2 20 2 0		791	0 0 0	52 0 0.56 1	0 04 1 1	20 2	4 1 7.65	17.63	020 D
6         74         62         -3         460         460         460         460         60         1         1         1         2         1         1         2         7         10         1         50         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th0< th=""> <th0< th=""> <th0< th=""> <t< td=""><td>1875 89 -3.4 -1.4</td><td>400 55 400 100 400 400 133</td><td>0 450 3 3</td><td>1 2 2 3 45 1</td><td>444710</td><td>0 0 0</td><td>2 0 0.40</td><td>1 180 2 1</td><td>70 9</td><td>3 1 9.36</td><td>1134</td><td>670 D</td></t<></th0<></th0<></th0<>	1875 89 -3.4 -1.4	400 55 400 100 400 400 133	0 450 3 3	1 2 2 3 45 1	444710	0 0 0	2 0 0.40	1 180 2 1	70 9	3 1 9.36	1134	670 D
151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         150         610         0         0         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161         161	0 74 62 -3	400 400 400 400 400 400 400 400 400 400			50		92 0 100 1		10 2	2 1 82	1320	710 0
10000         163         21         2.8         340         17         340         340         340         340         17         140         12.4         1         2.4         1         2.5         3         307302         0         1         0         4.4         0         0.4.3         0.5         560.1         201         14         32.8         5         40         1         10         17.00         650.0         0         1         0         4.4         0         0.4.3         0.5         560.1         201         14         32.8         5         40         1         10         17.00         650.0         0         1         0         4.4         1         12.2         2         1         1         2         2         2         1         1         1         2         2         1         1         2         2         1         1         2         2         1         1         2         2         1         1         2         2         1         1         2         2         1         1         2         4         1         1         2         4 <th1< th="">         1         <th1< th=""> <th1< th=""></th1<></th1<></th1<>	1875 00 -1.6 -4	180 43 180 180 180 180 180 20	0 250 3 3	1 2 2 3 36 1	2424	0 0 0	2.4 0 0.00	100 2 1	70 7	3 1 0	14.80	
1100       201       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       203       21       1       1       23       203       1       1       23       203       1       1       23       203       1       1       23       203       1       1       23       203       1       1       23       203       1       1       23       203       1       1       23       20       1       1       23       400       1       1       35       21       6       1       203       21       1       1       23       400       1       1       35       21       6       1       1       35       21       6       1       1       35       21       1       35       21       1       35       21       1	10006 66 2 -2.6	340 17 340 150 340 340 340 66			367302		4.6 0 0.43 0	5 580.0 20 1.4	32.9 5	40 1 10	17.00	
173         68         72         -5.6         180         52         160         500         12         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400         400	1100 40 10 -0.4	265 265 265 265 265 265 265 40	0 50 2 1	2 2 2 3 49 1	182		2 0 079	20 1 1	35 98	2 4 12	14/2	700 D
1188         75         2.6         2         400         103         460         56         460         15         0         20         4         2         1         1         1         2         46         1         50         0         0         0         0         1         1         6.5         6.0         0         0         0.6         1         1         1.6         50         2         1         70         1         1         1         1         1         1         0.5         1         1         1         0.5         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1 <th1< th=""> <th1< th=""> <th1< th=""> <t< td=""><td>73 08 72 -5.8 1875 00 -1 8 -5</td><td></td><td>0 10 2 2</td><td></td><td>50</td><td>0 0 1</td><td>02 0 076</td><td></td><td>50 8</td><td>2 1 8.30</td><td></td><td>220 0</td></t<></th1<></th1<></th1<>	73 08 72 -5.8 1875 00 -1 8 -5		0 10 2 2		50	0 0 1	02 0 076		50 8	2 1 8.30		220 0
1106         41         301         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302         302 <td>1186 75 20 2</td> <td>400 103 490 36 490 56 490 151</td> <td>0 20 4 2</td> <td></td> <td>347202</td> <td></td> <td>0.6 0 0.18</td> <td></td> <td>65 98</td> <td>2 1 7.00</td> <td>10.13</td> <td>740 0</td>	1186 75 20 2	400 103 490 36 490 56 490 151	0 20 4 2		347202		0.6 0 0.18		65 98	2 1 7.00	10.13	740 0
0         70         28         0.8         295         785         283         285         0         950         2         1         1.3         6.0.4         780         0           2376         74         74         5.0         74         5.0         74         5.0         6.0         6.0         1         6.5         5.23         1         1.3         6.0.4         780         0           2376         74         7.4         5.0         6         5.0         78         3.2         2         1         7.4         0         0.5         1.4         1         1.1         3         6.0         780         0         1         6.5         5.23         1         1.3         6.0.4         780         0         1         1.4         0         1.4         0         1.7         0.0         0         1.4         0         1.7         0         0         0         0         0         1.4         0         1.4         7.7         0         1.7         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	1186 42 8 0	285 265 285 285 285 285 285 285 285	0 2300 5 15	2 2 2 1 40 4	367302		8 0 120 0	5 020 10 1	20 -	14 4 125	1 737	250 0
1875         60         52         -70         180         40         180         41         160         34         61         1200         3         2         2         1         35         1         2421         0         0         1         132         5         1         100         7         61         112         337         700         10           1875         90         0         0         415         415         415         0         830         3         2         2         2         1         25         1         25         0         5         1         100         7         61         112         337         700         10         10         236         700         10         10         236         700         10         10         236         700         10         10         236         700         10         10         236         700         10         10         236         700         10         10         236         700         10         10         236         700         10         10         236         700         10         10         236         700         10         10<	0 70 28 08	285 285 285 28 285 28 285 285 285 285	0 9500 2 3		20017		2 0 0.77 0	360.0 20 1	65 5	23 1 113	6.64	760 0
1875 90 38 405 48 48 49 38 415 415 415 0 53 3 3 2 2 48 3 2 3 3 4 2 2 2 1 43 2 2 1 43 2 2 4 447 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1875 90 52 -10	180 40 160 41 160 34 180 43	0 1200 3 3	2 2 2 1 36 1	2424	j o o o	152 0 023 0	48.0 5 1	70 7	6 1 10	2.88	1700 0
	1875 90 0 0 1875 90 3.8 -7	<u>415 415 418 132 415 415 415 415 415 415 415 415 415 415</u>	0 20 3 3		444719		0 0 0.83 0. 10.8 0 0.07 0.	332 4 1 5 08 1 1	70 5	8 1 10	2.35	790 0

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Speed Factor Table 21 SF = TRAIN SPEED Computer Iteraion; ~ 5 coefficient

11

0.2



Table 22 CHAPTER 4, EQUATIONS 13, 14, AND 15

## VITA

## Jack W. Webb

## Candidate for the Degree of

## Master of Science

## Thesis: DEVELOPMENT OF RAILROAD AT-GRADE CROSSING PRIORITIZATION INDICES

Major Field: Civil Engineering

Biographical:

- Personal Data: Born on May 16, 1962, the son of C.L. and Harriet Webb.
- Education: Graduated from The University of Missouri-Rolla, receiving A Bachelor of Science in Civil Engineering degree, in December, 1988; Graduated Oklahoma City University receiving a Master of Business Administration, in May, 1990; Completed the requirements for a Master of Science degree in Civil Engineering at Oklahoma State University in May, 1995.
- Professional Experience: Engineer in Training at the Oklahoma Department of Transportation from December 1987 thru February 1992 including a 12 month training program, 12 months of construction residency experience, and the remainder in the Rail-Highway Safety Division, Professional engineer assigned as the ODOT Rail-Highway Safety Engineer February 1992 thru present.
- Professional Organizations: Toastmasters International, Oklahoma Operation Lifesaver, American Society of Civil Engineers; Registered Professional Engineer, State of Oklahoma, State of Missouri & State of Florida; Committee member of the National Committee for Uniform Traffic Control Devices.